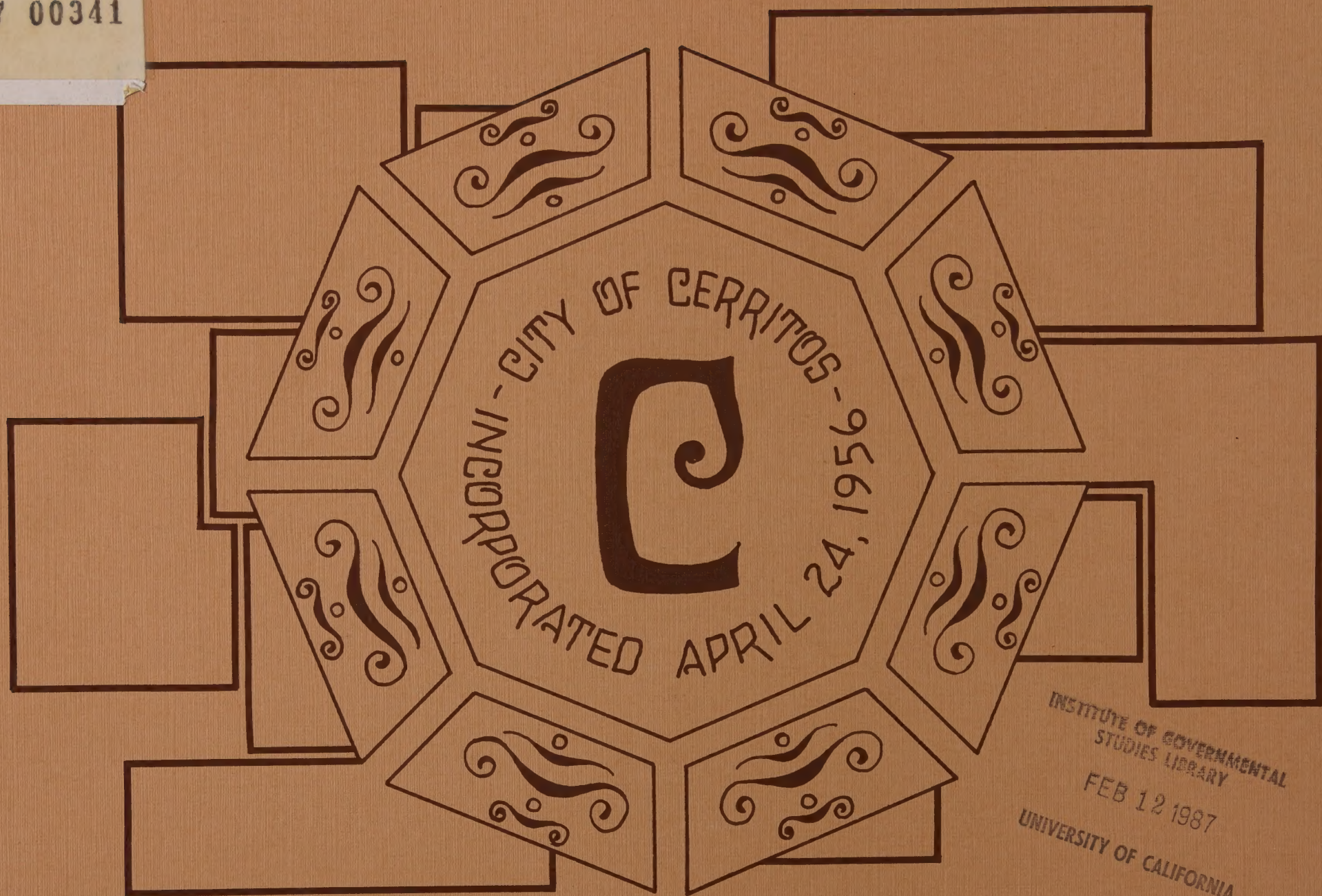


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# CERRITOS GENERAL PLAN





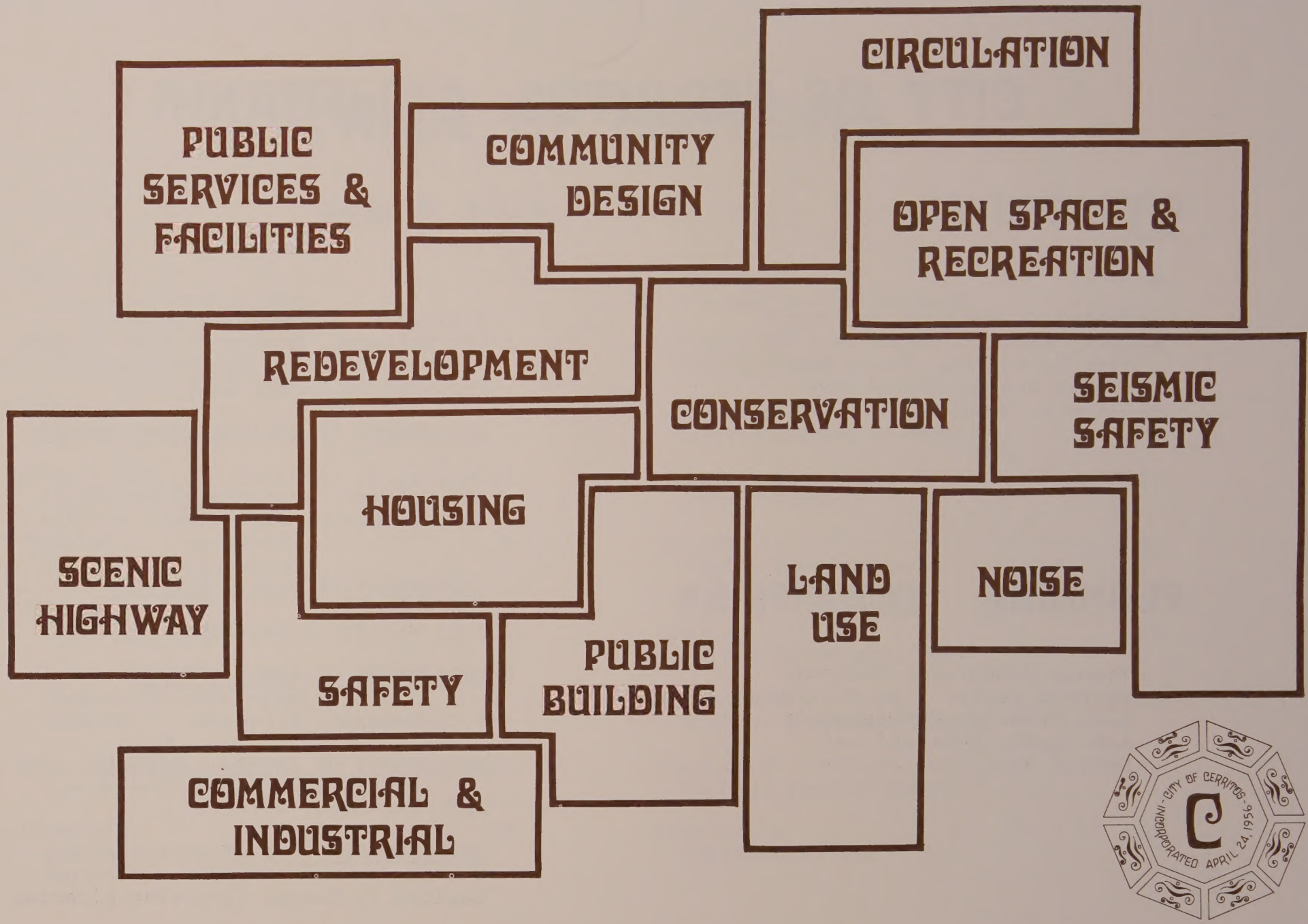
#### CERRITOS PLANNING COMMISSION

ADOPTED: RESOLUTION 73-21 ON FEBRUARY 20, 1973  
 AMENDED: RESOLUTION 74-61 ON MAY 29, 1974  
 AMENDED: RESOLUTION 76-66 ON AUGUST 11, 1976  
 AMENDED: RESOLUTION 77-118 ON OCTOBER 12, 1977  
 AMENDED: RESOLUTION 78-135 ON NOVEMBER 29, 1978  
 AMENDED: RESOLUTION 79-12 ON JANUARY 24, 1979  
 AMENDED: RESOLUTION 79-129 ON NOVEMBER 28, 1979  
 AMENDED: RESOLUTION 80-116 ON OCTOBER 22, 1980  
 AMENDED: RESOLUTION 81-118 ON NOVEMBER 11, 1981  
 AMENDED: RESOLUTION 82-85 ON NOVEMBER 30, 1982

#### CERRITOS CITY COUNCIL

APPROVED: RESOLUTION 73-21 ON APRIL 13, 1973  
 AMENDED: RESOLUTION 74-44 ON AUGUST 7, 1974  
 AMENDED: RESOLUTION 76-57 ON OCTOBER 6, 1976  
 AMENDED: RESOLUTION 77-58 ON NOVEMBER 17, 1977  
 AMENDED: RESOLUTION 79-3 ON FEBRUARY 7, 1979  
 AMENDED: RESOLUTION 79-7 ON MARCH 7, 1979  
 AMENDED: RESOLUTION 79-47 ON DECEMBER 20, 1979  
 AMENDED: RESOLUTION 80-6 ON JANUARY 6, 1980  
 AMENDED: RESOLUTION 80-52 ON NOVEMBER 20, 1980  
 AMENDED: RESOLUTION 80-53 ON DECEMBER 3, 1980  
 AMENDED: RESOLUTION 81-40 ON DECEMBER 17, 1981  
 AMENDED: RESOLUTION 83-3 ON JANUARY 20, 1983





# CERRITOS GENERAL PLAN

# CITY OF CERRITOS, CALIFORNIA

## CITY COUNCIL

Daniel K. Wong, M. D., Mayor  
Barry Rabbitt, Mayor Pro Tem  
Alex H. Beanum, Councilman  
Donald Knabe, Councilman  
Diana S. Needham, Councilwoman

## CITY STAFF

Gaylord F. Knapp, City Manager  
Art Gallucci, Assistant City Manager  
J. Kenneth Brown, City Attorney  
Caroline deLlamas, City Clerk

### DEPARTMENT OF ENVIRONMENTAL AFFAIRS

Douglas N. La Belle, Director  
Ali Soliman, Assistant Director  
Kurt Anderson, Supervisor, Advance  
Planning

### DEPARTMENT OF PUBLIC SERVICES

Bill Morris, Director

### DEPARTMENT OF HUMAN AFFAIRS

Kurt Swanson, Director

### DEPARTMENT OF INTERNAL AFFAIRS

John Saunders, Director

### REDEVELOPMENT AGENCY

Gaylord F. Knapp, Executive Director

## PLANNING COMMISSION

Travis Snodgrass, Chairman  
Vernice Lewis, Vice-Chairwoman  
Alan Francis, Commissioner  
Ann Joynt, Commissioner  
George Ray, Commissioner



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# CITY OF CERRITOS

19400 PIONEER BOULEVARD, CERRITOS, CALIFORNIA, 90701 • P. O. BOX 306

PHONE: (213) 860-0311

July, 1977

Honorable Mayor, City Council,  
and Members of the Planning Commission  
CITY OF CERRITOS  
19400 South Pioneer Boulevard  
Cerritos, California 90701

Gentlemen:

I hereby present to you the General Plan for the City of Cerritos.

This Plan represents an update and refinement of the initial and extensive work originally undertaken by the Staff, Planning Commission, and City Council which led to the adoption of the first Cerritos General Plan in October of 1971, and the more recent Cerritos General Plan which was adopted on April 13, 1973. This Plan, as a result of various public hearings, City Council and Planning Commission direction, Staff coordination and recommendations, and citizen input and response, was amended on August 7, 1974 and October 6, 1976 so as to reflect the needs and desires of the community and the changing development patterns of the region.

In its present form, this General Plan far exceeds all of the objectives and requirements of the California State Planning Law and good planning principles and practices. This Plan is different from the 1973 General Plan in four (4) ways and contains the following additional items:

- Seismic Safety Element incorporated as Chapter 11 of the General Plan and adopted on October 2, 1974.
- Amended General Plan Land Use Map

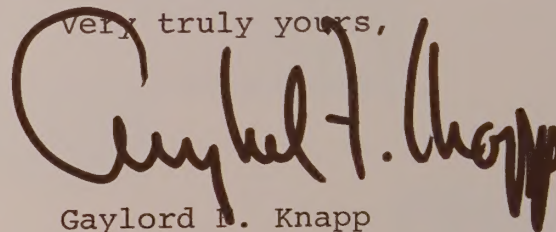


- Update of historical information, statistical data; and
- Amended policies, goals, objectives, and descriptions as they relate to Development Areas One, Two, Three, Four, and Five; Open Space; and Parks and Recreation.

This General Plan represents the basic philosophy of the City of Cerritos. It is a statement of policy which will govern the future development maintenance of the City. It describes many of the municipal services currently provided as well as those to come. It is a comprehensive attempt to outline the means whereby we will not only be able to preserve those positive environmental, social, and physical factors of which we are proud, but be able also to continually improve on them in our attempt to create a living environment in the City of Cerritos of exemplary excellence.

In the past years, we have gone from a dairy agricultural area to a unique residential suburban community. Yesterday we looked at what we needed; today we are implementing our desires; and tomorrow we look forward to the prosperity of the future.

Very truly yours,

A large, stylized handwritten signature in dark ink, appearing to read "Gaylord M. Knapp". The signature is written over the typed name and title.

Gaylord M. Knapp  
City Manager









CHAPTER 1  
**CERRITOS**  
**GENERAL PLAN**







# CERRITOS GENERAL PLAN

1.00 The General Plan is a guide to the future growth and development of the City. Desired characteristics of the City's physical, social, and economic environment during the next 10 to 20 years have been ascertained through public meetings and private discussions with the citizens, businessmen, and officials of Cerritos. The guidelines for achieving these characteristics are delineated in this document.

1.02 The Plan is prepared on a comprehensive basis and is divided into elements for convenience of discussion and study. Because all the elements are related, modification of one element can affect others. Many of the Plan's components have long term significance, allowing decisions to be made today that will take effect as the community evolves. Although ordinances such as zoning are immediately effective and rigid until changed by law, the General Plan is adopted by resolution, and provides greater flexibility in application.

1.04 The Cerritos General Plan has been prepared in accordance with the State of California Local Planning Act (See Chapter 3, Local Planning, Article 5, Sections 65300 through 65307 of the Government Code) which states in part:

"The general plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals. The plan shall include the following elements:

- (a) A land use element. . .
- (b) A circulation element. . .
- (c) A housing element. . .
- (d) A conservation element. . .
- (e) An open space element. . .
- (f) A seismic safety element. . .
- (g) A noise element. . .
- (h) A scenic highway element. . .
- (i) A safety element. . .





1.06 The following elements, which are optional, have been incorporated in this plan in addition to the nine required:

- (a) Commercial and Industrial Element;
- (b) Recreation is combined with "Open Space" Element;
- (c) Public Services and Facilities Element;
- (d) Public Building Element;
- (e) Community Design Element;
- (f) Redevelopment Element;
- (g) Implementation.





## **CHAPTER 2**

# **GOALS & OBJECTIVES**





# GOALS & OBJECTIVES

2.01 The goals of the City of Cerritos are a statement of the desires and needs of the residents and businessmen of the community. The General Plan creates the framework and guidelines to make the goals a reality.

2.02 Many public and private discussions with citizens of the community, members of the City Council, Planning Commission, City Staff and others, revealed objectives and desires beyond the traditional approaches to urban development. The ideas and aspirations advocated in these meetings and discussions are combined into five basic goals, followed by specific objectives which suggest approaches toward achieving the goals.

GOAL 1. Create a park-like residential community of balanced growth where man and the quality of life are the standard of measure, where growth is not permitted to occur at the expense of environment, and where a low intensity residential character is enhanced by open areas designed for meaningful human enjoyment.

GOAL 2. Take advantage of the unique location of the City in the metropolitan area and the freeway system to develop regional commercial and

industrial facilities that will provide a superior selection of goods, services and jobs, and establish a balanced tax base.

GOAL 3. Promote community identification and a visual quality which may be characterized as verdant and park-like. Since Cerritos is in a level area of the Los Angeles-Orange County basin and devoid of dramatic terrain and vegetation, a distinctive atmosphere must be formed by design and action. The program should incorporate a vigorous park development and tree planting program.

GOAL 4. Devise plans and environmental management systems that include Human Affairs personnel as a part of a community design team. Health, safety, education, cultural enrichment, recreation, opportunities for self-



expression and social interaction as well as privacy, opportunities for community involvement and responsibility, economic opportunities and public services are some of the elements that should be included as a part of the General Plan. A systems approach should be utilized to eliminate overlap and duplication of departmental efforts, monitor and control all forms of environmental pollution, and update plans to meet changing conditions. A vigorous code enforcement program should be implemented in an efficient and equitable manner.

GOAL 5. Implement the new City Development Code which incorporates an integrated approach to the development review process; revises zoning regulations to the highest development standards; contains Area Development Plans which establish specific regulations for designated areas and provide incentives to promote superior quality design; encourages the combination of parcels and their development as an integral unit with a resulting benefit to not only the occupants of the proposed development but also the City as a whole; provides for the architectural review of all development applications to ensure that they are compatible with the aims of the Area Plans; encourages new and innovative approaches to land development; and includes requirements for property maintenance of both occupied and vacant parcels in order to preserve and enhance property values throughout time.

2.03 Special objectives which are immediate concerns fostered by the goals:

(a) Adopt a General Plan Map from which a development map and area development plans can be created.

(b) Design and regulate community circulation routes to assure a balance with land use intensity patterns. Direct "through" vehicular traffic to the freeways and reserve surface streets for local traffic. Design regional facilities adjacent to the freeways with good access for both visitors and local citizens. Give priority to forms of transportation other than the automobile by encouraging a regional rapid transit system, use of local trams, and development of a system of safe, attractive pedestrian, equestrian and bicycle parkways, which link activity centers.

(c) Develop public open spaces as rapidly as possible. The entrances to the City, the streetscapes, parks and public facilities such as the civic center and school sites should set the standards for quality development and maintenance throughout the City. Street dividers should be planted and border planting areas should be increased. School children should be involved in the planting and care of trees at schools and playgrounds and families should be involved in neighborhood and park development programs.

(d) Promote the City's environmental performance standards to assure that the above efforts are meaningful and not



defeated by conflicting actions and ignorance. Business and industry must be regulated to contain and control all pollutants generated by their operations, and provide amounts of landscaping. Studies must be made to determine the suitability and care of plants and grasses and methods to rebuild the soil. This information should be readily available to everyone in the City through pamphlets, short courses, field trips, biology class experiments, research at many grade levels, newspaper reports, and letters to the editors of newsletters and newspapers. A wide variety of plants should be part of every school site and children should be encouraged to work with and understand the soil and growing elements. With the maturation of trees, birds and other wild life would increase in the area, thereby balancing the ecology and enriching the community environment.

(e) Increase usable open space by continuing the park land acquisition programs providing for residences with large lots and better utilizing streets and utility rights-of-way.

(f) Prevent "strip" commercial development along arterial streets by creating activity centers which are conveniently located, provide a concentration of goods and services, and are designed to blend with and compliment the neighborhoods they serve. Control all exterior signing and lighting.

(g) Maintain a realistic Capital Improvement Program. Seek grants, special funding and contributions to hasten the development of necessary public improvements.

(h) As the City grows, continue to seek methods to assure high quality development and maintenance with equitable distribution of costs and responsibilities. As these new methods are defined, incorporate them in the Area Development Plans and City Development Code.

(i) Work with neighboring communities to resolve local problems such as health, safety, education, local ecology, land use and zoning where the actions of one affects the adjoining jurisdiction. Work with Los Angeles and Orange Counties to resolve regional problems such as mass



transportation, water quality, drainage, air pollution, noise pollution, solid wastes, and other regional environmental controls. Work with the State Highway Department to develop berms, walls, plantings, and other means to reduce air and noise pollution emitted by freeway traffic.

(j) Accomplish these goals and objectives by maintaining citizen participation in municipal activities.





## CHAPTER 3

# BACKGROUND





# BACKGROUND

3.01 The City of Cerritos is located in the heart of the Los Angeles and Orange Counties urbanized area, midway between downtown Los Angeles and the centers of Anaheim and Santa Ana. Cerritos is bordered by the cities of Artesia, La Mirada, Santa Fe Springs, Norwalk, Bellflower and Lakewood in Los Angeles County and the cities of Buena Park, La Palma and Cypress in Orange County.

3.02 Since the incorporation of the City of Cerritos on April 24, 1956, its citizens have shown great foresight in planning for the future development of their community. In the 1950's the owners of this traditional dairy farming area recognized the pressures of the encroaching suburban expansion and chose to preserve their agricultural land usage. In 1956, they achieved their objective by incorporasting as a chartered city with strict agricultural zoning controls.

3.03 In the 1960's, the land owners were faced with rising land costs and high taxes which made the dairy operations uneconomical. Again they used foresight and planned ahead, this time for an orderly conversion from agriculture to a balanced residential community. Planners and engineers were engaged to prepare an

"Interim Land Use Plan" in 1965 and a "Comprehensive General Plan" which was adopted in 1966 and amended in 1969. These plans were utilized to guide the development of Cerritos during this stage of its growth.

3.04 By 1970, the owners of the new single-family homes became predominant within the City. These new citizens were equally concerned about the future of Cerritos, and they expressed many creative ideas which were incorporated into the General Plan adopted in 1973.

3.05 The 1980 Census revealed that the following changes have occurred since the 1976 Special Census relative to our population and housing characteristics:



(1). An increase in population from 46,212 to 53,020 and an increase in the housing count from 13,204 to 14,917.

(2). That single-family dwellings remain the predominant (91%) housing unit type in the City.

(3). That the median age for males has risen from 26 to 28.5 while the median age for females has risen from 25 to 29.6.

(4). The percentage of the population under age 21 has decreased from 44% in 1976 to 41% in 1980.

(5). The percentage aged 55 or older has decreased from 5% in 1976 to .08% in 1980.

(6). An analysis of the ethnic composition of the City revealed the following percentages of ethnic groups: White, 54.5%; Asian, 21.6% Hispanic, 14.2%; Black, 7.8%; Other, 1.9%.

(7). The largest proportion of our labor force is comprised of professional, technical, and white collar workers.

(8). Homes in our City had an estimated average value of \$120,900 in 1980. The average value in 1976 was \$57,285.

(9) The average monthly housing unit rental was approximately \$484.00 in 1980 as compared to \$297 a month in 1976.

(10) Desirable conveniences for residents include the availability of housing, financial investment, and accessibility to employment and shopping locations.

(11) The average family income in Cerritos in 1980 was \$31,793. In 1976 the average family income amounted to \$22,041.

3.06 Major actions of key significance in the development of Cerritos include approval of:

Cerritos College			
\$500,000	February	1,	1963
Municipal Water			
Bonds			
\$3,000,000	April	13,	1964
Park Bonds			
\$5,400,000	September	24,	1968
ABC Unified School			
District			
\$30,000,000	October	14,	1969
Flood Control			
District			
\$175,000,000	April	16,	1975
Cerritos Regional			
Park Authority			
\$6,900,000	September	16,	1975



Cerritos Redevelop-  
ment Agency

Los Cerritos  
Project Area

\$3,000,000      July 15, 1970

\$7,500,000      May 12, 1976

Los Coyotes  
Project Area

\$7,500,000      June 16, 1976

These actions have helped make possible the rapid growth of the City. Cerritos is the fastest growing area in Los Angeles County, accounting for 70% of all single-family development in the County during the 1970-71 fiscal year. Building permits during the same period totaled 3,367 with a total valuation of over \$90,000,000. The Los Cerritos Shopping Center opened in September, 1971. A continuing high growth rate is anticipated.

3.07 The actions of many public agencies have helped make possible the rapid growth of the City. The implementation of the goals and objectives of the General Plan have created a unique residential community balanced with appropriate and desirable commercial, industrial, open space and public facilities.

The development of Cerritos is unique to this region as characterized by the Department Characteristics hereinafter set forth. (See Development Characteristics Chart Page 10.)

3.08 The City of Cerritos is a Chartered City. It contracts for certain services such as fire, police protection, building inspection, road maintenance, and health services from the County of Los Angeles. At the present time, the City does not have a city property tax. The City of Cerritos uses the City Manager-City Council form of government. Five councilpersons are elected at large, each serving a four-year term. A councilman is elected by the Council for a period of one year as Mayor.

## DEVELOPMENT CHARACTERISTICS

YEAR	POPULATION	% DEVELOPED LAND	BUILDING PERMITS ISSUED	BUILDING PERMIT VALUATION	ASSESSED PROPERTY VALUATION	TAXABLE RETAIL SALES
1967	3,986	10%	629	\$21 m	\$26.9 m	\$8.8 m
1968	4,373	12%	1658	\$42 m	\$28.5 m	\$10.9 m
1969	10,300	23%	2770	\$45 m	\$47.7 m	\$14.0 m
1970	15,856	28%	2823	\$58 m	\$59.3 m	\$20.2 m
1971	21,500	34%	3367	\$80 m	\$72.5 m	\$42.9 m
1972	37,738	58%	2856	\$32 m	\$91.8 m	\$86.2 m
1973	40,750	75%	1810	\$27 m	\$124.3 m	\$165.2 m
1974	41,400	76%	1538	\$22 m	\$127.3 m	\$207.5 m
1975	42,750	79%	1440	\$35 m	\$151.6 m	\$236.m
1976	46,212	85%	1770	\$50 m	\$212.8 m	\$274.1 m
1977	46,850	89%	1883	\$63 m	\$247.2 m	\$356.0 m
1978	48,697	90%	1700	\$68 m	\$280.0 m	\$433.1 m
1979	50,300	92%	1417	\$41 m	\$329.0 m	\$495.5 m
1980	52,756	93%	1082	\$45 m	\$337.8 m	\$531.3 m
1981	53,065	95%	941	\$24 m	\$346.3 m	\$647.3 m





CHAPTER 4  
**LAND USE  
ELEMENT**





# LAND USE

4.01 The Land Use Element of the General Plan is delineated on the General Plan Map. The map is the basic guide for growth and development within the City of Cerritos.

4.02 Land within the City is used for activities which are classified as residential, commercial, industrial, circulation, open space public or semi-public. Many factors influence the decisions responsible for determining the assignment of controls and the location of each type of land use and these factors are grouped into elements which are discussed in this report.

4.03 The Land Use Element is concerned with the land uses of the City as a whole and indicates generally how public and private property should be utilized.

4.04 The Land Use Element serves as a guide for both public officials and private citizens for decisions regarding the use of land within the City. To the private citizen, it means the type of neighborhood he and his family can expect to live in, the location and type of shopping and service facilities, the time and distance to work and to other necessary

activities. To the public official, it is the framework for providing public facilities and services and for directing new development. It is the basis for long-range and short-range capital improvement programs.

4.05 The quantity of land proposed for each type of land use is shown on the following page. This table represents a summary of areas shown on the General Plan Map.

4.06 Changes in the Land Use Element reflects the experiences and revised objectives of the City. The major changes from the 1966 and 1969 Plans consist of a decrease in local shopping centers, an increase in regional shopping centers, an increase in the size of single-family lots, a re-evaluation of residential densities, and an increase in park land.

4.07 Changes to the General Plan which have occurred since 1973 reflect a refinement in the land use designations of various undeveloped properties, a refinement to the concept and land use designations of properties to concentrate commercial developments in various unique areas of the community and a clarification of the open space designation of areas in the City.

4.08 In the design and development of the residential land uses designated in the Land Use Element, consideration must be

given to energy conservation, particularly through the utilization of alternative energy sources and of future passive or natural heating or cooling opportunities.

The City of Cerritos has also made its commitment to energy conservation in the design of the City Hall which was dedicated on March 18, 1978 and opened to the public on September

21, 1978. Ninety-five percent (95%) of the water heating and fifty-seven percent (57%) of the space heating in City Hall is solar assisted. The design of new public buildings, such as the corporate yard and natatorium should also include solar assisted water heating as well as consideration for space heating and passive cooling.

## GENERAL PLAN LAND USE AREAS

LAND USE CATEGORIES	ACRES	PERCENT OF CITY
Residential	2429	43.21
Commercial	299	5.32
Office-Professional	15	.26
Light Industrial	547	9.73
Industrial/Commercial	31	.55



AREA DEVELOPMENT PLANS		754	13.41
ADP #1 - Light Industrial	280 ac.		4.98
ADP #2 - Town Center Commercial	125 ac.		2.22
ADP #3 - Low Medium Density Residential (6-12 du/ac)	130 ac.		2.31
ADP #4 - Low Density Residential (2-4.5 du/ac)	117 ac.		2.08
ADP #5 - Auto Mall/Restricted Commercial	87 ac.		1.55
ADP #6 - Medium Density Residential (6-20 du/ac)	15 ac.		0.27
OPEN SPACE		906	16.11
Schools	428 ac.		7.61
Parks	207 ac.		3.68
Other Open Spaces & Community Facilities	271 ac.		4.82
Circulation (Freeways, Highways, etc.)		641	11.41
TOTAL		5622	100.00%







## CHAPTER 5

# CIRCULATION ELEMENT





# CIRCULATION

5.01 The transportation system, which provides pedestrian and bicycle movement from one part of the City to another and provides access to other parts of the region, is the system to which attention is directed in the circulation element of the General Plan. Freeways, highways, streets, bus service, walkways, bicycle routes and equestrian trails comprise the components of the circulation element.

5.02 Cerritos is served by three freeways: The San Gabriel Freeway (Interstate 605) on the west, the Santa Ana Freeway (Interstate 5) on the north-east, and the Artesia Freeway (State Route 91) through the center of the City. These freeways and their interchanges provide access to the metropolitan area from the local circulation system.

5.03 The General Plan denotes various classifications of highways in accordance with the standards followed by the Los Angeles County Road Department. Major and secondary highways are arterial streets which provide for the movement of traffic within the City and throughout adjacent areas of the region. Local streets provide access to properties within the City. City of Cerritos and Los Angeles County Road Department standards for these streets and highways are as follows:

<u>Type of Highway</u>	<u>Required Street Widths</u>
Major	100'
Secondary	80'
Local	60' - 56'

5.04 The arterial street system serving the planning area is part of the Master Plan of Streets and Highways developed by the County of Los Angeles some years ago. Basically, this pattern forms a grid system with streets running in north-south and east-west directions. Major highways are spaced at one mile intervals with secondary highways at half mile intervals between them.

5.05 The street system in Cerritos is only partially developed at the present time. Many of the streets in the City consist of two lane roadways that lack



shoulders, curbs, gutters, and sidewalks. Where development has occurred, streets have been improved to street centerlines at the cost of individual developers in accordance with the amount of traffic generated by a specific site for its ultimate land use. For the most part, the development of the street system has kept pace with traffic demands. Bottlenecks may occur in the future where developments fail to occur along a heavily travelled arterial, necessitating the improvement of some sections of streets by the City or the Redevelopment Agency.

5.06 The street and highway system in Cerritos, in addition to providing for circulation and access, contributes to the community's pattern of open space. Every opportunity should be taken to make certain that these open spaces are well designed aesthetically. Great care must be exercised to prevent these streets and highways from becoming cluttered with an excessive number of signs, poles, wires, and other official and semi-official equipment. The street system can be humanized by generous landscaping treatment. Careful attention should be directed towards opportunities to foster community identity in the selection and maintenance of street furniture.

5.07 Besides providing for traffic movement, access to properties and open space, streets are also the primary location for utilities. Sewers, water lines, gas lines, electrical and telephone conduits are all placed within the

rights-of-way of streets. The location of these utility lines vary depending on particular design requirements. As the undeveloped portions of the community are prepared for construction, these utility lines will be extended from the developed parts of the City within the street rights-of-way and should be underground. Electrical power lines along arterial streets shall be underground according to a systematic program for the initiation of electrical underground districts based upon area priorities and the availability of funds for undergrounding provided by the Edison Company according to a set annual allotment formula.

5.08 Public bus service within and around the community and the region is provided by the Southern California Rapid Transit Company, the Long Beach Public Transportation Company, and the Orange County Transit District. The improvement of transit services was a result of the S.C.R.T.D. Mid-Cities Transit Improvement Plan which increased the number of routes from one SCRTD line along Pioneer Boulevard to seven (7) SCRTD lines including ones on Alondra Boulevard, Artesia Boulevard, Carmenita Road/South Street, Bloomfield Avenue, Norwalk Boulevard, Pioneer Boulevard, and Gridley Road/183rd Street/Studebaker Road; and three (3) L.B.P.T.C. lines including South Street, Palo Verde Avenue/South Street, and Del Amo Boulevard. The expansion of service within the region will soon include an OCTD line along Del Amo Boulevard, Bloomfield Avenue and South Street which will begin in late 1976 and early 1977. The use of public transit



facilities and services should be encouraged. In addition, the Los Cerritos Regional Shopping Center should be encouraged to be used as a transportation center for the region.

5.09 Another type of circulation facility which is planned for the pleasure as well as the convenience of residents is a system of trails for bicycles, horses, and pedestrians. A 21 mile bicycle trail has been instituted to link various City parks. The bicycle trail has been implemented through the painting of a series of arrows along the parking strip of various city streets. In 1975 the City expanded the 21 mile bicycle system in concept by the adoption of a 45 mile system which includes Neighborhood, Community, and Regional oriented routes. Though adopted as a long range implementation program of the City, a Bicycle Plan text is being prepared by the City to be utilized along with the expanded bicycle system. A bicycle trail along the San Gabriel River Flood Control Channel has been initiated and should compliment an equestrian trail planned for the same area. These bicycle and horse trails should evolve as a recreation resource for the City. Further research and action programs are warranted to provide programs and improvements that will result in an increase in pedestrian and bicycle trips within the City as an alternative to use of the automobile.

5.10 The Southern Pacific Company has two rail lines which pass through Cerritos: The Santa Ana line in the northeast

corner of the City parallels the Santa Ana Freeway and has many trains per day. Drill tracks from this line serve existing industries in the area and additional drill tracks are proposed for the industrial sites between Carmenita and Bloomfield Avenue north of 166th Street. The second track which crosses the southwest third of the City on a northwest-southeast line serves numerous existing industries, but only averages one train per day. The excess right-of-way paralleling this track is recommended for landscaping with bicycle and pedestrian trails.

5.11 Cerritos is approximately 7 miles from the Long Beach Airport and 25 miles from the Los Angeles International Airport.

5.12 The City has taken a lead in the use of liquid propane gas as the motor fuel of its new-model vehicles in order to reduce air pollution.

5.13 The City has provided for the regulation of truck traffic through the City to insure that such through truck traffic is confined only to a few arterial streets such as Alondra Boulevard, Artesia Boulevard, South Street, Pioneer Boulevard, Valley View Avenue, and certain sections of Studebaker Road, Bloomfield Avenue, Norwalk Boulevard, and Carmenita Road. In conjunction with a truck route study, it would be appropriate to review alternative means of controlling truck parking and the parking of truck trailers throughout the City.

5.14 The City should continue to work with adjacent communities and regional planning agencies to promote development of mass transit systems which are compatible with the environmental plans and goals of the City of Cerritos and the other communities through which such systems might pass. Special consideration in the planning and design phases for route and mode selection should be given to the mitigation of potential negative environmental impacts related to noise, vibration, alterations in land use, disruption of established communities, growth inducing potentials for population and housing, and traffic circulation and parking.

5.15 The City should go on record with the Road Department of the Counties of Los Angeles and Orange, neighboring cities and other concerned agencies, that the City would be against any effort to provide for through traffic on the following secondary highways:

- (a) 183rd Street at the easterly boundary of the City. The construction of a bridge over the Coyote Creek Flood Control Channel would allow truck traffic generated by the industrial area east of the City to travel westerly on 183rd Street into a residential neighborhood within Cerritos.
- (b) Shoemaker Avenue at the southerly boundary of the City. The construction of a bridge over the Coyote Creek Flood Control Channel

would not provide enough additional circulation benefits to warrant the expense of construction. A satisfactory circulation pattern is already achieved through 195th Street connecting both Shoemaker Avenue (secondary arterial) and Bloomfield Avenue (major arterial).

- (c) 195th Street at the westerly boundary of the City. The construction of a bridge over the San Gabriel River Flood Control Channel would not provide enough additional circulation benefits to warrant the expense of construction. 195th Street now terminates at Studebaker Road and there is easy access to either South Street to the north or Del Amo Boulevard to the south.







**CHAPTER 6**  
**HOUSING**  
**ELEMENT**



# HOUSING

6.01 The purpose of this Housing Element is to describe the community's housing needs and identify ways to meet those needs. It is recognized, however, that the provision of housing is a State and Nation-wide concern and, as with most communities, the City as a relatively small geographically entity, can only strive to meet a portion of its total housing needs.

6.02 As the General Plan program progressed in Cerritos toward the adoption of the General Plan in 1973, no issues occupied more attention than that of housing and residential neighborhoods. It became quite clear that the City Council, in reflecting the wishes of the people, was concerned with improving the residential environment by increasing the size of single family lots, carrying out an aggressive park and recreation program and seizing opportunities to create innovative residential environments by the use of specific plans.

6.03 Since the adoption of the General Plan in 1973 the City has made a consistent commitment to its implementation. Recognizing that much of the new housing constructed in the City of Cerritos would be developed along

conventional lines, the Housing Element encouraged the formulation of plans and designs for a variety of housing types throughout the area. Innovative practices for high quality land development were encouraged under Area Development and Precise Plan techniques.

6.04 According to the 1980 Census, the City of Cerritos had a total of 14,917 housing units. This represents a two hundred and twenty-three percent (223%) increase from 1970, but only a thirteen percent (13%) increase from 1976 when a special census was conducted. Over this ten year period, the City averaged an increase of 1030 new units per year and was described as "the fastest growing





community in Los Angeles County during the decade of the '70's." The majority of the housing stock was constructed prior to the adoption and implementation of the 1973 General Plan as can be seen in the following chart:

<u>Year Housing Unit Built</u>	<u>Number of Housing Units</u>	<u>Percentage of Total</u>
Pre-1960	199	1.3
1960-1974	11,801	79.1
1975-1980	2,917	19.6
TOTAL	14,917	100.0

6.05 Single-family units, including attached and detached, comprise the largest portion (91%) of the City's housing stock. Over eighty-six percent of the households own their own unit and approximately thirteen percent rent the units in which they live. The vacancy rate in Cerritos has continually declined over the period between 1970 (8.2%); 1972 (4.9%); 1976 (1.9%) and 1980 (1.2%). In 1980, the vacancy rate for owner-occupied units was 0.4 percent while the renter-occupied vacancy rate equaled 3.0 percent. Vacancy rates of 2% for ownership units and 5% for rental units are standards which are considered to be minimums which still permit movement within the housing market. When vacancy rates fall below these levels, housing is in short supply.

6.06 House sizes in Cerritos vary from approximately 900 square feet to over 3,000 square feet and average about 2000 square feet. A more accurate indication of house size is in terms of the number of

rooms, excluding bathrooms, porches, balconies, foyers, halls and half rooms. A comparison of the number of rooms in dwelling units between 1970 and 1980 shows the following:

NUMBER OF ROOMS IN DWELLING UNITS				
<u>Number of Rooms</u>	<u>Number of Dwelling Units</u>			
	<u>1970</u>	<u>%</u>	<u>1980</u>	<u>%</u>
1	4	0.1	56	.2
2	15	0.3	103	.7
3	95	2.1	575	3.9
4	284	6.1	1485	10.0
5	1074	23.2	2726	18.3
6 or more	3151	68.2	9997	67.0
	4623	100.0	14942	100.0

Of the 4,623 dwellings recorded in April, 1970, 4,225 (91.4%) had 5 or more rooms contained within them. By 1980, this percentage had changed to 85.3 percent. Although this percentage has decreased slightly, it is apparent that the people of Cerritos have committed themselves to paying for generous amounts of living space and open space. Such decisions have a direct bearing on community attitudes regarding future housing patterns and types.

6.07 A direct benefit of this commitment to living and open space is the fact that conditions of overcrowding do not appear to constitute a serious housing problem as only 715 (4.8%) of the dwelling units

within the City reportedly have a ratio exceeding 1.01 persons per room.

6.08 Cerritos has made a substantial commitment to planning and aesthetics in its development and, as it has sought to achieve the goals set forth in Chapter 2 of the General Plan, it has become a desirable City in which to live, work and shop. The high demand for housing in Cerritos, as in all of Southern California, has caused a rapid appreciation of property values. In 1979 the ABC Unified School District sold three surplus District owned properties at public auction at the price of approximately \$250,000 per acre. The need for housing is further intensified by population growth, the rate and type of household formation, changes in household size, and other demographic factors.

6.09 The SCAG Interim Regional Housing Allocation Model (RHAM) contains a "Fair Share" housing allocation for the City of Cerritos. The RHAM established a 1981 fair share allocation of 2266 very low income households and 141 low income households. The RHAM further allocated an additional 102 very low income households and 136 low income households to the City based upon anticipated growth between 1981 and 1986 taking into account expected population, vacancy rates, housing replacement needs based on loss, and the City's income distribution. The City of Cerritos does not necessarily consider this quantified allocation to constitute its goals, but rather will work to provide the maximum amount of lower cost housing

units feasible both in terms of existing housing and as its housing stock expands. Cerritos' ability to meet this allocation must be evaluated in light of its adopted land use plan, housing market conditions, environmental constraints and the availability of resources, and present circumstances and conditions.

6.10 In order to cover the full spectrum of incomes in Cerritos, the income categories below have been established for the purposes of the City's housing program. This listing also shows the corresponding income ranges based on the 1980 Los Angeles County median family income of \$21,135. In addition, it is recognized that monthly rents or mortgage payments should constitute no more than 25% of the gross family income. Using the standards stated above, it is possible to calculate the price and rent ranges considered affordable for the income categories used by Cerritos in its Housing Program:

<u>Category</u>	<u>% of L.A. Co. Median Income</u>	<u>Income Range</u>	<u>Monthly Payment</u>
Very Low	0-50%	\$0-\$10568	less than \$220
Low	50-80%	\$10568-\$16908	\$220-\$352
Moderate	80-120%	\$16908-\$25362	\$352-\$528
Upper	120% and over	\$25362 and over	\$528 and over

6.11 The number of rental and ownership units which are available in each category of monthly rents approximating the four income categories are as follows:

MONTHLY PAYMENT	INCOME CATEGORY	NUMBER OF HOUSING UNITS		
		RENTAL	OWNER/W MORTGAGE	TOTAL
\$ 0-200	Very Low	5	118	123
\$200-350	Low	293	2400	2693
\$350-500	Moderate	574	2436	3010
\$500+	Upper	826	5967	6793
No Cash Rent or Not Mortgaged		55	385	440

6.12 In analyzing the cost of housing in Cerritos and the SCAG housing allocations, it is apparent that a sufficient number of housing units fall within the low income category but that a deficiency existings in providing housing units within the very low income category:

SCAG ALLOCATION				
INCOME CATEGORY	1981 EXISTING NEED	PROJECTED NEED	SUB- TOTAL	EXISTING HOUSING UNITS
Very Low	2266	102	2368	123
Low	<u>141</u>	<u>136</u>	<u>277</u>	<u>2693</u>
Total	2407	238	2645	2816

6.13 The existence of these units does not mean that they are necessarily available to families in the appropriate income ranges. The 1980 Census indicated that of the 1663 rental households identified, 860 (52%) reportedly paid less than 25% of their income for rent. Of these, however, only four earned less than \$15,000 per year. For ownership units, 7405 households (66%) of the 11,223 total reported paying less than 25% of their income for mortgage payments. Of these, only 146 earned less than \$15,000 per year.

INCOME RANGE	RENTAL HOUSEHOLD			OWNER HOUSEHOLD WITH MORTGAGE		
	Less than 25%	More than 25%	NC	Less than 25%	More than 25%	NC
\$0- \$4999	0	65	39	8	133	NA
\$5000- \$9999	0	110	12	60	214	NA
\$10000-\$14999	4	153	5	78	355	NA
\$15000-\$19999	62	241	6	266	422	NA
\$20000 and over	<u>793</u>	<u>236</u>	<u>27</u>	<u>6993</u>	<u>1694</u>	<u>NA</u>
	859	805	89	7405	2818	83

#### HOUSING PROGRAM

6.14 This Housing Program has been formulated in compliance with the Goals and Objectives set forth in Chapter 2 of the General Plan.

6.15 Cerritos has designated areas for residential development in the land use element of the General Plan. This plan also establishes the residential densities



permitted for each designation and thus places an upper limit on the maximum number of units which the land will yield. As can be seen from the Development Characteristics Chart in Chapter 3, the City is approximately ninety-five percent developed. A specific listing of undeveloped and underproductive properties within Cerritos are delineated in a separate report, "Available Land Use Report". Given the current residential land use designations on the General Plan Map, a total of approximately 450 additional dwelling units could be provided. It should be reiterated that the City of Cerritos is located within an urbanized area and there are no opportunities to incorporate any significant areas of land into the current City boundaries. Therefore, new construction can play only a limited role in meeting the City's housing needs within the next 5-10 years. The City, as a part of its annual review of the General Plan, will analyze existing land use designations and initiate, when appropriate, amendments to the General Plan Map and Development Map.

6.16 Given the fact that the City is reaching the end of a rapid development cycle and is virtually builtout, programs tailored toward new construction will have minimum short-term impact. It is the City's policy that the two major thrusts of the housing program should be the preservation of the existing housing stock and augmentation of housing alternatives.

6.17 Two residential areas of over 100 acres each have been designated as specific planned unit developments. One area is located to the north of the regional park site and covers approximately 116 acres. This area is developed with residential lots having average lot sizes of 8,000 square feet with approximately 1,000 square feet of greenbelt per unit resulting in a density of approximately 3.0 dwelling units per gross acre. The second site is north of 166th Street between Bloomfield Avenue and Norwalk Boulevard and is approximately 130 acres. This area is developed with a mixture of housing types designed around an internal greenbelt system with a density of approximately 6.8 dwelling units per gross acre. A third specific planned unit development is being considered which is south of 166th Street east of Gridley Road. This site is approximately 15 acres and will be developed with a possible density of 6 to 20 dwelling units per acre.

6.18 As stated earlier, the age of housing in the City of Cerritos is quite young, unlike some California communities which can offer a variety of housing constructed over a period of 30-50 years. Virtually 100% of all housing has been constructed within the last 15 years. Practically all dwelling units in Cerritos consist of housing built by a subdivider and builder within a subdivision. Unique problems are anticipated concerning the long-term situation that will arise when the entire housing stock of the City reaches the stage where structural rehabilitation or

rebuilding will be required to maintain viable, healthy neighborhoods.

6.19 The maintenance of homes and yards throughout the City must be encouraged. With strong codes, rigid enforcement and aggressive maintenance programs, blight can be avoided and a lasting style of quality development can be maintained. In 1981, the City Council adopted a property maintenance ordinance and established the Property Maintenance Appeals Board. As an integral part of the City's Code Enforcement program, the Board conducts public hearings to determine if property maintenance nuisances exist and establish specific time periods for their abatement.

6.20 Adopted residential standards include requirements for architectural enhancement of elevations facing arterial streets, soundproofing, air conditioning, landscaping, setbacks, and tree planting along arterial streets, curvilinear sidewalks, and decorative block walls, and tract roofs of wood shake, wood shingles, or tile.

6.21 The City has committed itself to being a leader in the field of energy conservation, particularly with respect to the utilization of active solar energy systems. The City has adopted the requirement that at least 50% of the homes within any new tract must be provided with domestic solar water heating systems.

6.22 The City is also concerned with providing a safe environment in which to live and, as such, has adopted a residential security ordinance which requires the hardware on all doors and windows to meet certain specified standards.

6.23 As referenced within the Noise Element, the City has also been a leader in protecting residential neighborhoods from the blighting influences of noise. Significant noise mitigation measures include the construction of freeway noise buffer walls, eight foot high residential tract walls, and requirements on the construction of homes adjacent to noise generators to insure that walls and windows are adequately constructed and installed. These efforts are coordinated with and are implemented in conjunction with the City's adopted environmental performance standards which impose severe limitations on the amount of acceptable noise that can be generated from any source, particularly in light of its impacts on adjacent residential properties.

6.24 The City of Cerritos has adopted an ordinance to permit manufactured housing to be installed on single-family residential lots provided that such housing be manufactured and certified under the National Mobile Home Construction and Safety Standards Act of 1974. The installation of such housing is subject to the approval of a precise plan by the Planning Commission and such development



standards as required foundations, exterior building materials, and sloped roofs.

6.25 In order to promote the quality residential environment envisioned by the Community's early leaders, the City built a public infrastructure to support and enhance the development of the City. This infrastructure included the construction of full-width arterial streets with sidewalks and street lighting, a system of public parks, and public buildings such as the library, city hall, the olympic swim center, and the corporate yard.

6.26 Discrimination based on race, color, religion, sex, family size, marital status, national origin, ancestry or other arbitrary factors has not been a problem in Cerritos. The City of Cerritos will take any necessary action to insure that Federal and State laws on Equal Housing Opportunities are implemented within the City.

6.27 All of the multi-family residential zones have developed in the City. These account for 70 acres in the community. The architectural design has blended these residential units with the adjacent single-family homes. Condominium ownership has been encouraged. Recognizing, however, that apartments and condominiums generally afford housing opportunities to different segments of the housing market, the City of Cerritos shall regulate the conversion of existing buildings to condominium, community apartment or stock cooperative ownership so as to do any or all of the following:

- (1) Ensure a reasonable balance of rental and ownership housing and a variety of individual choices of tenure, type, price, and location of housing;
- (2) Maintain a supply of rental housing;
- (3) Mitigate the displacement of residents who may be required to relocate from the City due to a shortage of replacement rental housing; and
- (4) Ensure that converted housing achieves a high degree of appearance and quality consistent with the goals and development standards of the City.

The City Council in 1982 adopted an ordinance regulating the conversion of residential rental units to condominiums.

6.28 The degree to which housing is available to any given income group depends on its cost. The components of cost are the cost of the land, the cost of financing, and the cost of labor and materials. The growing scarcity of land available for development in close proximity to downtown Los Angeles and the business centers of Orange County has been a major factor in causing the price of land to rise. The fact that Cerritos is a desirable community in which to market the completed product has also impacted land prices. The portion of the sales price for a housing unit which is attributable to land costs has continued to rise. Interest rates also have a direct affect on the cost of housing to the consumer with respect to mortgage loans and also with respect to the builders payment of the construction loan which is passed on to the consumer.



Regional labor wage rates have also been blamed for the rise in housing costs as has the rate of increase in the cost of construction materials. Many of these factors are outside of the control of the City of Cerritos.

6.29 The ability of the City of Cerritos to achieve the goals and objectives set forth in the Housing Program is based also in part on the availability of existing and/or future City/Redevelopment Agency, State and Federal programs, their eligibility criteria and their level of funding. The market rate for interest will also have a strong bearing on the City's success in meeting its quantified objectives.



CHAPTER 7

**COMMERCIAL &  
INDUSTRIAL ELEMENT**





# COMMERCIAL & INDUSTRIAL

## A. COMMERCIAL

7.01 Commercial centers are planned in the City of Cerritos to meet the day-to-day needs of its citizens and serve the surrounding region. Neighborhood and community shopping centers are limited in size and provide day-to-day goods and services. They are located at major street intersections, most frequently at one mile intervals. The regional commercial centers and related services require extensive acreage and serve the surrounding region, as well as the local areas. Office-Professional buildings are located in all commercial centers based upon the needs of their service areas. The Office-Professional zone is a residentially compatible, limited commercial zone intended for small corner parcels abutting residential areas. All commercial activity is proposed to be located in centers of varying sizes that allow a complete range of goods and services. No "strip" or "ribbon" commercial is proposed. All commercial developments should be planned and maintained to incorporate tasteful signing that accomplishes identification without garrish or excessively large display.

7.02 The four types of commercial centers are described as follows:

7.03 (1) Office-Professional Centers. The main tenant may be a restaurant, clinic, office, bank, or other comparable use on a site ranging from half an acre to three acres.

7.04 (2) Neighborhood Shopping Centers. The leading tenant for this type center is usually a supermarket or drugstore. Personal services such as cleaners, barbers, and laundries are common. The average gross leasable area is 50,000 square feet within a range of 30,000 to 100,000 square feet. The



usual minimum site area is three to five acres. A neighborhood center generally requires a population of 5,000 to 7,500 persons for minimum support.

7.05

- (3) Community Shopping Centers. The leading tenant for community shopping centers is a variety or junior department store. Facilities normally found in Neighborhood Shopping Centers are also located in Community Centers. The average gross leasable area is around 150,000 square feet. The usual minimum site area is ten to fifteen acres. A community center requires a population of 40,000 to 150,000 persons for its support.

7.06

- (4) Regional Commercial Center. The core of most Regional Commercial Centers is a Regional Shopping Center with one or more full-line department stores. The average gross leasable floor area is 400,000 square feet with a range of 300,000 to 1,400,000 square feet. The minimum site area is thirty to forty acres. A regional center requires a population of 200,000 or more to operate successfully.

7.07 The City is fortunate to have a major regional shopping center located here. Los Cerritos Shopping Center has a site of about 95 acres and a floor area of over one million square feet with 125 common establishments including four major department stores, approximately 108 specialty shops, theatres, restaurants, financial institutions, and many customer services. The center provides a broad choice of goods and price range for comparison shopping and competitive merchandising. Cerritos citizens will benefit not only by the convenience of having such a large center close by, but also by the sales tax revenue which will help support City services and by increased employment opportunities.

7.08 Specialized regional commercial centers can adjoin regional shopping centers or stand alone. These specialized commercial centers include office-professional, entertainment, recreation, and such retail sales and service uses as auto centers, eating and drinking facilities, banks, and related specialty shops. Specialized commercial development requires good automobile access, and benefits from high volume traffic exposure such as is found along freeways. Such sites include the northwest corner of Artesia Boulevard and Bloomfield Avenue, the east and west sides of Studebaker Road between 183rd Street and South Street, and the northeast corner of 183rd Street and the San Gabriel River Freeway.

7.09 The General Plan proposed a specialized commercial center to be developed in the area bounded by the 605 Freeway, 183rd Street, the San Gabriel River, and South Street, identified as the Los Cerritos Regional Auto Mall. The City is encouraging the development of this area as a major auto center through the adoption of an Area Development Plan. Site design integrates certain elements of uniformity while the architecture of individual buildings exhibit a variety of expression. The center will provide both unique marketing advantages and a welcome addition to the City's retail tax base. The adopted Area Development Plan was amended in 1976 to provide for alternative restricted commercial uses that would enhance the regional character of this commercial area of the community. These alternative restrictive uses enhance and expand the marketing capabilities and advantages of this unique area. A second specialized center should be the triangle north of the Los Cerritos Center which faces the Sears store. This area should be developed as an office-professional and specialty retail center.

7.10 Another Special Regional Commercial Center is proposed in the area bounded by Bloomfield Avenue, Artesia Boulevard, the Artesia Freeway, the extension of Shoemaker Avenue and 183rd Street. An Area Development Plan will encourage high quality development of this desirable location. Special design requirements which will protect and enhance the values of the facing properties will be a part of the Area Development Plan.

The Area Development Plan should encourage a land use development of regional commercial uses. The concept should establish a "town center" encouraging a variety of regional commercial, office, and recreational uses developed in conjunction with the Civic Center and similar activities associated with the Bloomfield Edplanade and the exposure of the Artesia Freeway. A central mode of parks, tot lots, playgrounds, water bodies, landscaped fields, bike paths, pedestrian ways and/or courses should be utilized to establish linkages and buffer zones between the uses. The Area Development Plan should encourage enclosed malls, open plazas, and town and country specialty shopping areas, utilizing a theme which incorporates rough sawn and heavy rustic wood architecture. The entire development should be oriented towards a central mode and designed to provide compatible and coordinated linkages utilizing greenbelts, waterways, landscaped pedestrian and bike paths, circulation corridors, parking facilities, and activity movement patterns.

7.11 The Neighborhood Commercial Centers located at Carmenita Road and South Street, Artesia Boulevard and Carmentia Road, Norwalk Boulevard and Artesia Boulevard, Del Amo Boulevard and Pioneer Boulevard, Palo Verde Avenue and South Street, South Street and Bloomfield Avenue, Del Amo Boulevard and Bloomfield Avenue, and Norwalk Boulevard and 166th Street, provide a variety of day-to-day goods, services, and recreation activities. These centers are designed to meet the marketable demand for leasable commercial space in these areas of the community.



7.12 Office-Professional Centers can be an important function of Regional, Community and some Neighborhood Centers. They vary in size and functions depending upon the demands of the respective service areas. Office-Professional Centers also may be located in the areas where unrestricted commercial uses would be inappropriate such as remnant corner parcels.

7.13 The following table sets forth various acreages for commercial and industrial categories as shown on the General Plan Map.

# COMMERCIAL & INDUSTRIAL CATEGORIES

	CATEGORIES		ACRES	PERCENT OF CATEGORY	PERCENT OF CITY
COMMERCIAL	Neighborhood Shopping		49	9.28	.87
	Community Shopping		59	11.18	1.05
	Regional Centers		193	36.55	3.43
	Office/Professional		15	2.84	.27
	Area Development Plans		212	40.15	3.77
	ADP 2 - Town Center	125		23.67	2.22
	ADP 5 - Auto Mall	87		16.48	1.55
	SUB-TOTAL		528	100.0	9.39
INDUSTRIAL	Light Industrial		547	63.76	9.73
	Industrial/Commercial		31	3.61	.55
	Area Development Plans		280	32.63	4.98
	ADP 1 - Light Industrial	280		32.63	4.98
	SUB-TOTAL		858	100.0	15.26
	TOTAL		1386		24.65

## B. INDUSTRIAL

7.30 The General Plan recommends selected land areas as sites for industry. Some of these areas are a part of or adjacent to land already devoted to industrial use. All of the proposed industrial sites are specifically oriented to the freeway, railroad or arterial highways. Properly controlled industrial development will provide additional tax revenue for the City and the ABC School District, local employment, and educational and employment opportunities for youth.

7.31 The industrial areas shown on the Plan vary in size and degree of regulation, but all new industry will conform to certain basic requirements. Industrial Park standards and precise plans will be required for all new development and the most rigid standards will apply to the industries directly facing residential and public areas.

7.32 To assure industry as an asset to Cerritos and a good neighbor to surrounding uses, the following types of controls should regulate industrial development:

7.33 (1) Noxious industrial uses such as heavy manufacturing and truck terminals will be excluded from all industrial sites. Strict performance standards will control noise, odor, glare, vibration, and exhaust emissions from in-

dustrial operations so that the living amenities of the City are not jeopardized.

7.34 (2) A sufficiently wide landscaped setback will be required opposite all residential areas. Generous landscape zones will also be required along highways and local streets with industrial uses on both sides.

7.35 (3) All storage, refuse, and maintenance areas must be enclosed or screened from view by solid barriers. No railroad loading areas will be visible from adjacent residential areas. All industrial structures will have height controls to avoid a detrimental effect on the skyline as seen from adjacent residential areas.

7.36 (4) Rooftop mechanical equipment must be treated in an aesthetically pleasing manner.

7.37 (5) Signing will be controlled by regulations governing size, placement, and lighting with the most restrictive measures applying to industrial uses directly abutting or across a roadway from residential uses.



7.38. (6) All industrial development will come under architectural review to assure tastefully designed structures and landscape treatment that will be an asset to the community and neighboring uses.

7.39 Two quarter sections in the north-east part of the City bounded by Bloomfield Avenue, 166th Street, Carmenita Road and the City boundary are developing under the special treatment of an Area Development Plan since they are capable of being developed into a prime industrial park. Because of the development of the contiguous properties both within and without the City, the industrial development which is taking place in this 280 acre area is being done in a manner which protects and compliments adjacent properties. The following general guidelines are established to assist in the planning and development of this industrial property:

7.40 (1) Landscaped setback areas along Carmenita Road, 166th Street, Alondra Boulevard, and Bloomfield Avenue must be either installed and provision made for their maintenance, or provision made in form satisfactory to the City Council, to ensure that the landscaping will be installed and maintained before the development of any of the interior parcels occurs.

7.41 (2) Landscaped setbacks, which may include landscaped parking and driveway areas, shall be established along each of these streets to ensure that no industrial structure in this industrial area be closer than 100 feet to the front property lines on streets facing residential development; provided, however, that on Shoemaker Avenue between Alondra Boulevard and 166th Street, a landscaped setback area, including landscaped parking and driveway areas of less than 100 feet may be approved by the City Council so long as provision is made to



install and maintain landscaping of a type and quality similar to that which is required to be installed and maintained along 166th Street, Carmenita Road, Alondra Boulevard, and Bloomfield Avenue; provided, further, whenever reference is made to a setback, at least a majority of the required setback area shall consist of dense landscaping.

7.42 (3) Strict control shall be exercised over the type of industrial uses which shall be allowed, the hours of operation of any proposed industrial use, the circulation of traffic into, through, and out of the industrially zoned property.

7.43 (4) The architecture of the buildings which are constructed shall first be approved by the City.

7.44 (5) Low-profile buildings facing residential development will be given preferred treatment in the Area Development Plan regulations by permitting their encroachment into required setbacks.

7.45 (6) Development shall comply with the most restrictive performance standards.

7.46 It is essential that as these two quarter sections are developing for industrial uses that the integrity of the adjacent residential and non-residential uses be maintained. These quarter sections can be developed in a manner which will compliment the development of not only the surrounding properties but also the balance of the City.

7.47 The Industrial/Commercial trend along Studebaker Road between 183rd Street and the Artesia Freeway should be allowed to continue subject to street design and land use compatibility controls.

7.48 The total land area for all industrial sites is 858 acres which compromises approximately 15.26 percent of the City.

7.49 Commercial and industrial uses in residential areas or industrial uses in commercial areas should be removed within a reasonable period of time. Any equipment or condition generating a non-conforming performance in a commercial or industrial area should be made to conform to the Environmental Performance Standard within a reasonable period of time.











CHAPTER 8

# CONSERVATION ELEMENT





# CONSERVATION

8.02      The Conservation Element of the General Plan includes water resources, soils, rivers, flood control, wild life, and natural resources.

8.06      Soils. There is no threat of major soil erosion in the City of Cerritos by virtue of the flatness of the terrain in the City and the existence of massive flood control channels and storm sewers within the City. Minor instances of potential nuisance soil erosion are controlled by precise plan review of landscaping plans.

8.08      Rivers. The only rivers in the City are the San Gabriel River and the Coyote Creek, both of which are channelized in concrete flood control structures maintained by the Los Angeles County Flood Control District.

8.10      Flood Control. The San Gabriel River and Coyote Creek Flood Control Channel, in conjunction with the City's storm sewer system, are adequate to handle any potential flood hazard.

8.12      Flora and Fauna. Natural grasslands were destroyed by farming and grazing and the riparian community along waterways was destroyed with concrete. Vertebrates commonly observed on undevel-

oped land include rodents, rabbits, and various species of birds, including occasional hawks and owls. When the City is fully developed according to the land uses designated in the General Plan almost all native wild life will be depleted or displaced to areas such as the Edison Easement.

8.14      Natural Resources. The air we breathe and the water we drink are natural resources that must be carefully guarded. The City is effected by air pollution as a consequence of circumstances shared by other cities in the Los Angeles-Orange County Basin. The causes of air pollution are known and the extent to which the effects are mitigated will depend upon many factors, no small part of which will be the enforcement of air quality standards on a local level. The City has adopted an



extremely restrictive ordinance establishing Environmental Performance Standards including the protection of air quality from such contaminants as visible emissions of gas, smoke, or particulate matter, sulphur oxides, noxious matter, dust, or odors. Groundwater quality is also protected from contamination under the provisions of the Environmental Performance Standards. There have been no natural recreational resources in the City with the exception of the San Gabriel River and the Coyote Creek, both of which have been converted to concrete flood control channels. A major concern of the Open Space and Conservation Element in the City is to conserve desirable open space for development as parks and wooded trails. Although extractive mining is not permitted in the City, the land will be almost irretrievably lost to the development of these resources when fully developed.

8.15 As part of its commitment to water conservation, the City is expanding the use of reclaimed water for irrigation to all City parks and certain medians and parkways. This new system will be bounded by the San Gabriel River on the west, 166th Street on the north, Carmenita Road and Shoemaker Avenue on the east, and the Edison right-of-way on the south. This main loop system is an estimated thirteen and one-half miles long and various lateral lines will be installed off this loop to serve various City facilities, Cerritos College, various schools and the

Cities of Lakewood and Norwalk. It is estimated that at start-up the City will realize an annual savings of approximately 1500 acre feet of potable water and over the years the annual use of reclaimed water will approach 3500 acre feet per year.



CHAPTER 9

**OPEN SPACE &  
RECREATION ELEMENT**





# OPEN SPACE & RECREATION

9.01 To meet a proposed standard of one acre of park per 100 population for an estimated future population of 55,000 persons, the City of Cerritos will need approximately 550 acres of park land. The General Plan designated the following 711 acres which will be increased as funds and additional land become available.

<u>Neighborhood Parks</u>	<u>Acres</u>
Ecology	1.5
Reservoir	4
Westgate	4
Gridley Street	5
Jacob Street	2
Satellite	2
Loma	1
Pat Nixon	4.5
Frontier	3
Saddleback	3
Brookhaven	1.5
Sunshine	4
Carmenita	5
Friendship	4.5
Bettencourt	3
Parksite #9	4
Sub-Total	52 acres

<u>Community Parks</u>	<u>Acres</u>
Liberty	11
Cerritos Park East	30
Heritage	15
Sub-Total	56 acres

School land for recreation  
@ 50% of 402 total acres 201 acres

## REGIONAL RECREATIONAL FACILITIES

Regional Park	82
Special Park-Golf Course	26
Edison Easement	100
Railroad right-of-way	30
Flood Control Channel	164
TOTAL	711 acres (12.6% of the City)

9.02 The above park and recreational facilities are described under the following categories.



A. NEIGHBORHOOD PARKS

9.03 Proposed neighborhood parks range in size and use from less than one acre lots to eight acre facilities capable of accommodating group sport activities.

9.04 The school system plays an important part in the City's recreation program. Under the annual agreement which is entered into by the City and the ABC School District, these parties agree to cooperate with each other in organizing, promoting, and conducting a joint program of community recreation to promote and preserve the health and general welfare of the people of the City of Cerritos. To implement this joint program, the City is purchasing a number of neighborhood parks adjacent to elementary school sites.

9.05 Neighborhood parks adjoining school sites have these advantages:

9.06 (1) Use of school land that would otherwise have to be purchased by the City to provide needed sportsfields.

9.07 (2) Acquisition of smaller parkland sites, thus lowering acquisition and development costs.

9.08 (3) Purchase of less fixed equipment.

9.09 (4) Greater neighborhood participation in recreation activities as a result of opportunity to provide more parks in more areas with increased recreational facilities.

B. COMMUNITY PARKS

9.10 Community parks are planned to accommodate group and passive recreational activities for persons of all ages. These community parks provide various recreation activities for the community including City Park East on 166th Street adjacent to the Whitney Community Learning Center; Liberty Park on Studebaker Road and 195th Street; and, Heritage Park (under construction) on Bloomfield Avenue across from Cerritos High School.

9.11 It is strongly recommended that early purchase of proposed park sites be initiated by the City to avoid irreversible loss of land as a result of private development.

C. REGIONAL PARKS

9.12 The Cerritos County Regional Park site occupies approximately 82 acres and is located in the southeast portion of the City bounded by the extension of 195th Street, Bloomfield Avenue, the Southern Pacific Railroad right-of-way, and the Coyote Creek Flood Control Channel. Available group activities include tennis, baseball, and football. The site includes a man-made lake and numerous picnic areas.



#### D. RIGHTS-OF-WAY

9.13 The Edison Company easement provides a significant amount of open space for potential recreational development. It is proposed that Edison Land contiguous to the San Gabriel River be developed in a natural concept. Easements owned by the Los Angeles County Flood Control District, the Southern Pacific Transportation Company, and the Edison Company constitute open space areas, some of which may be used for such recreational activities as horseback riding, hiking and bicycling. The Flood Control District has recently instituted a program to allow bicycle use of the motorway along the levy of the San Gabriel River. Certain portions of the San Gabriel River Easement and the adjoining Edison Easement are used for equestrian activities. Horse boarding and vending facilities exist within the Edison Easement adjacent to the San Gabriel River. Other sections of the Edison Easement are used for the storage of plant materials. Some sections of the Edison Easement may be developed in conjunction with specific guidelines of Area Development Plans or specific plans on the condition that stringent limitation be imposed in accordance with the Open Space Ordinance. The Southern Pacific Transportation Company owns a railroad easement that runs diagonally across the City. Some preliminary investigations have been made into the feasibility of utilizing a strip of this easement as a hiking and bicycling trail.

Special consideration and review should be given to land uses contemplated in these right-of-ways to insure compatibility with adjacent land uses. The elongated nature of these areas provides unique advantages and disadvantages for development. The use of these right-of-ways shall be developed so as to ensure that no detrimental nuisances will affect adjacent land uses and that the privacy of adjacent properties are maintained at a quality level.

#### E. PRIVATE OPEN SPACE

9.14 In addition to the conservation of open space and the development of recreational facilities accomplished with the development of such public and quasi-public land as Edison Company easements, railroad rights-of-way, and flood control



channel accessways, the General Plan proposes the development of greenbelt open areas as an integral element of all residential planned developments and substantial landscaped buffers separating residential and non-residential freeway uses. Certain private horse operations will provide recreational opportunities for residents. Approval of conditional use permits for horse operations should encourage location adjacent to the San Gabriel River Easement while precluding approval at any location that does not abut an established riding trail.

#### F. HORSE OPERATIONS

9.15 Equestrian recreation activities have been and will continue to be an important element of the spectrum of recreational alternatives available to the residents of the City.

The Development Code permits the continuation of any legally established horse operation provided all appropriate provisions of the Non-Conformities Section are met. Any proposed stables, riding academies, commercial or non-commercial horse boarding will be permitted only in an open space or agricultural zone that has access to an equestrian trail and is sufficiently buffered from a residential or community area. In addition, the proposed facility would be required to meet stringent site development standards to provide amenities for both the riding public and the horses stabled. Although the General Plan indicates a

non-agricultural use for areas with access to the equestrian trail, it is the intent of the General Plan to permit the development map designation of an agricultural land use for such areas in order to allow horse operations.



CHAPTER 10

# SEISMIC SAFETY ELEMENT





# SEISMIC SAFETY

## A. BACKGROUND

10.01 California has long been recognized as a major area of earthquake activity and concern. Southern California has experienced a full share of this history.

In recent years, more intensive and broad ranging attention has been given to the seismic problem than ever before--at technical, professional, and political levels. This has been based upon a growing recognition that the state-of-the-art in earth sciences and engineering can provide substantial earthquake protection and that the costs of providing such protection are far less than the losses which otherwise may be expected to occur.

One result of this recognition has been the enactment of California Government Code Section 65302(f) which requires that a seismic safety element be added to all city and county general plans, as follows:

"A seismic safety element consisting of an identification and appraisal of seismic hazards, such as susceptibility to surface ruptures from faulting, to ground shaking, to ground failures, or to the effects seismically

induced waves such as tsunamis and seiches."

"The seismic safety element shall also include an appraisal of mudslides, landslides, and slope stability as necessary geologic hazards that must be considered simultaneously with other hazards, such as possible surface rupture from faulting, ground shaking, ground failure and seismically induced waves."

10.02 The effect of this section is to require cities and counties to take seismic hazards into account in their planning programs. The intent is that a concern for seismic hazards be a recognized factor inter-related with all other aspects of



the General Plan. The basic objective is to reduce loss of life, injuries, damage to property, and economic and social displacements resulting from future earthquakes.

10.03 A comprehensive Seismic Safety Study of Cerritos has been presented in a separate technical report prepared by FUGRO, Inc., Consulting Engineers and Geologists. That report provides the identification and appraisal of earthquake-related hazards which form the basis for this Seismic Safety Element. Adoption by the City Council establishes this document as the City's statement of goals, policies, and program directions for achieving a high degree of seismic safety in Cerritos.

B. SUMMARY OF SEISMIC SAFETY STUDY

10.04 The Geological Setting

Geologic, hydrologic, seismic, and soil conditions present in the City were evaluated in order to identify potential seismic hazards such as surface faulting (ground rupture), ground shaking, liquefaction, ground lurching, differential compaction, ground cracking, and seismically induced landslides. Data derived from these studies were used to evaluate potential seismic hazards to existing public and private facilities, and future land development.

10.05 Cerritos lies in the northeastern portion of the coastal plain, where sedimentary and volcanic rocks in the subsurface attain great thicknesses. This portion of the plain is immediately underlain by a sequence of alluvial deposits about 1,000 feet in thickness, consisting predominantly of marine and nonmarine sand and silt. Producing groundwater zones (aquifers) lie at various depths below the ground surface. Perched water is present within several feet of the surface in many areas of the City, giving indication that hazards related to liquefaction effects (ground failure) constitute a primary seismic concern throughout the City limits.

10.06 This portion of Southern California is characterized by active faults, structural zones, and historically destructive earthquakes. This well-known San Andreas Fault lies 50 miles to the northeast of Cerritos. Northwest trending faults lie to the northeast and southwest of the City, but there are no identified fault zones within the City limits. The closest fault to Cerritos is the projected trace of the buried Norwalk Fault which may lie approximately one mile to the north.

10.07 Geology, soils, and groundwater conditions are similar throughout Cerritos so that no firm geographical distinction can be made as to earthquake effects in different parts of the City.



## 10.08 Earthquake Probability

The level of seismicity in Cerritos, both as to maximum credible earthquake intensity and likely earthquake occurrences, is considered to be approximately the same as for the Los Angeles Basin. Although the exact time and place of future earthquakes are not yet predictable, it is highly likely that Cerritos will experience a potentially destructive (modified Mercalli Intensity VII or greater) earthquake sometime within the life span of most citizens, and within the useful life of most structures in the community--both existing and yet to be built.



LEGEND

- ..... Fault known to disturb Quaternary or Holocene materials, dotted where inferred or concealed
- Fault segment with historic ground rupture or aseismic creep
- 6.6 M 1971 Earthquake magnitude and date associated with ground rupture shown



MAJOR FAULT ZONES OF THE REGION

LEGEND

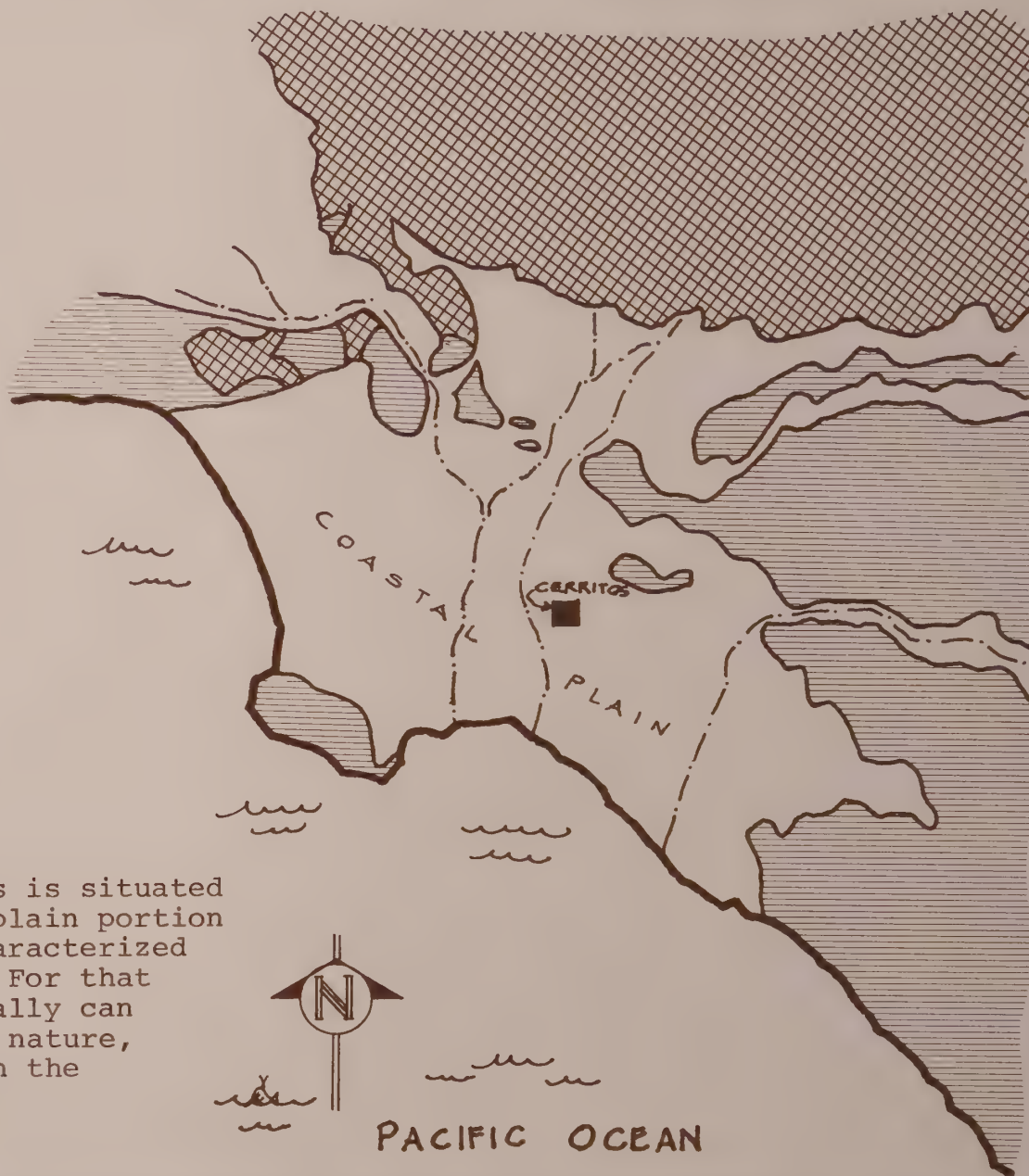
Alluvial deposits



Sedimentary rocks

Granitic and  
Metamorphic rocksGEOLOGICAL SETTING

The City of Cerritos is situated entirely within the coastal plain portion of the Los Angeles Basin, characterized by thick alluvial deposits. For that reason, ground shaking generally can be expected to be of similar nature, regardless of location within the City limits.





## 10.09      Geologic Effects

The following conclusions have been reached regarding the possible geologic effects of a likely major earthquake on Cerritos:

- 10.10      Rupture of the ground surface associated directly with movement on geologic faults is not likely to occur within the City.
- 10.11      Ground failure due to liquefaction (a momentary quick condition, similar to quicksand) could occur in Cerritos wherever the right combination of perched water and low density, sandy material exists.
- 10.12      Ground shaking with moderate to high lateral accelerations would be the primary seismic effect throughout the City.
- 10.13      Numerous breaks in utility lines could occur, but most services probably could be restored within a reasonable time.
- 10.14      Freeways could be out of service for a time and some highways blocked, but it is not likely that any area of Cerritos would be without some street access.

10.15      In general, complete collapse of buildings is not likely to occur and building damage is likely to be only moderate. However, partial to total collapse could occur among the very few pre-1933 buildings still existing, and partial collapse of some tilt-up and concrete block buildings built prior to March 1972 must be counted as a possibility, based on the evidence of the San Fernando earthquake.

## 10.16      Impact of a Major Earthquake

The possible impact of an earthquake on Cerritos includes:

- Injuries and loss of life
- Economic losses
  - Property damage
  - Economic disruption--loss of jobs, loss of productive time, interference with trade, transportation, and communication.
- Social disruption
  - Housing dislocation
  - Interference with community activities and services.
  - Emergency welfare requirements--shelter, feeding, communications, financial assistance.
- Psychological trauma--especially among young children.

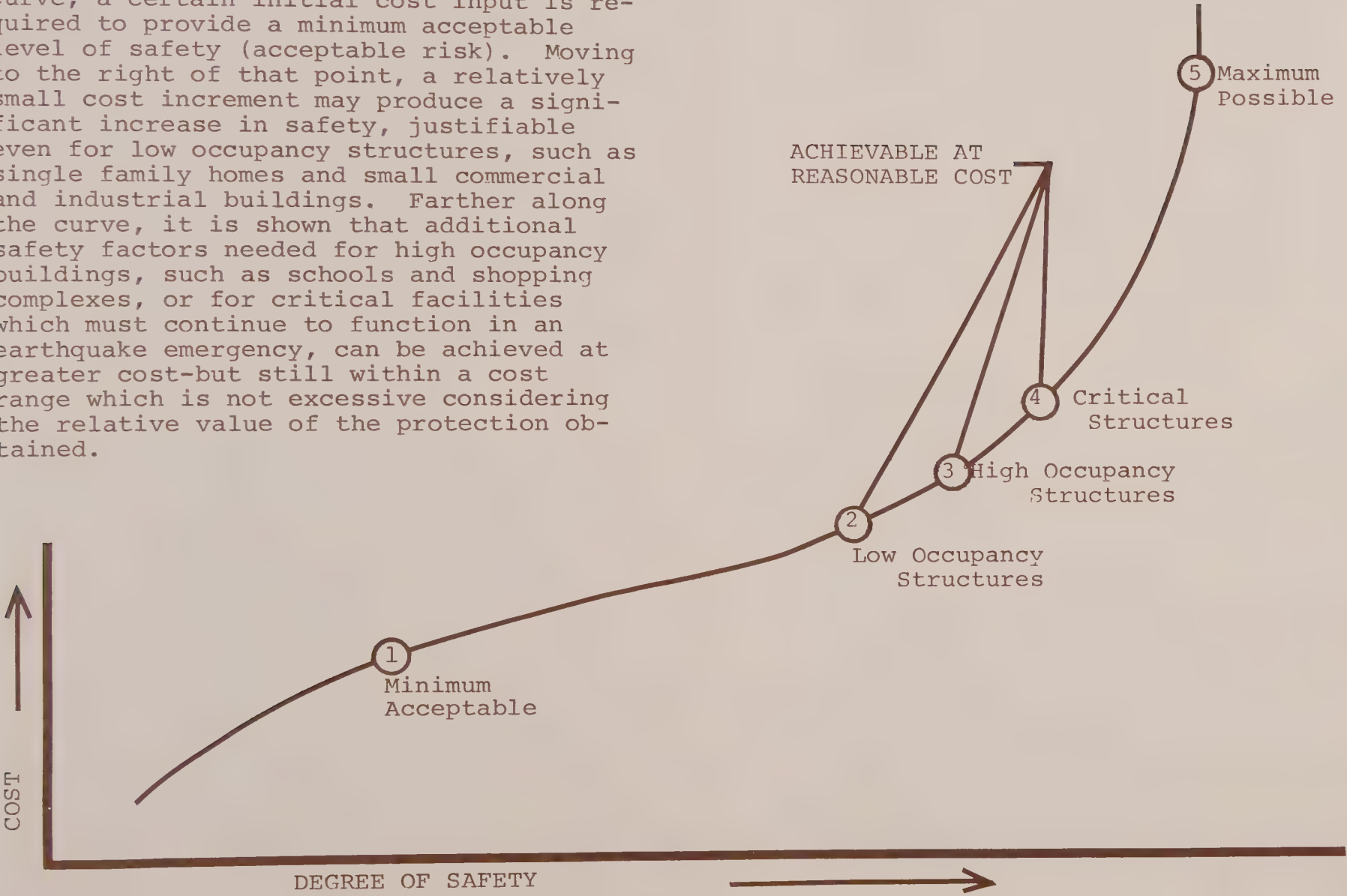
10.17 An earthquake along the San Andreas fault zone could affect most of Southern California, and an earthquake on the Newport-Inglewood fault zone could affect the entire Los Angeles region. Earthquakes on other active faults are likely to have more localized effects. Older communities are likely to have the more serious problems and, therefore, Cerritos' resources could be called upon to assist in the surrounding area. At the same time, all communities in the area would be dependent in some degree, upon the larger scale organization, logistics, and financial support provided by county, regional, state, and federal levels.

10.18 Most of the threatening aspects of earthquakes do not result from the natural forces themselves, but from the response of the manmade environment to earthquakes. The way in which man builds his cities determines the extent to which earthquakes are a danger. In those older communities which have been planned and developed without attention to seismic safety, the consequences of a severe earthquake could be catastrophic. But, in new communities such as Cerritos, where most construction has been under modern building codes, where current state-of-the-art seismic evaluations can enter into all future development, and where disaster preparedness is being maintained, it is possible to survive the maximum expected earthquake with relatively moderate losses. It is the purpose of the Seismic Safety Element to guide action toward that result.

#### C. ACCEPTABLE RISK/ACHIEVABLE SAFETY

10.19 The concept of acceptable risk is often utilized in evaluating the level of seismic safety for which to plan. Adherence to this concept is necessary where the costs of safety measures are high, as when old structures must be rebuilt or torn down. By way of contrast in planning new facilities the cost of seismic safety measures may be relatively low--in some cases it is merely the cost of additional forethought about how to avoid seismic problems. In this situation, the more important question is not how much risk is acceptable, but rather what is the maximum degree of safety reasonably achievable.

10.20 This concept of achievable safety is illustrated in the following diagram. Reading from the left-hand portion of the curve, a certain initial cost input is required to provide a minimum acceptable level of safety (acceptable risk). Moving to the right of that point, a relatively small cost increment may produce a significant increase in safety, justifiable even for low occupancy structures, such as single family homes and small commercial and industrial buildings. Farther along the curve, it is shown that additional safety factors needed for high occupancy buildings, such as schools and shopping complexes, or for critical facilities which must continue to function in an earthquake emergency, can be achieved at greater cost-but still within a cost range which is not excessive considering the relative value of the protection obtained.





10.21 Cerritos is fortunate that most of its buildings have been built under recent building codes and design criteria. In fact, a substantial amount of construction has occurred in Cerritos under design standards which take into account some of the lessons of the 1971 San Fernando earthquake. With considerable commercial, industrial, and residential development still to be accomplished, Cerritos has the opportunity to achieve a very high level of seismic safety at little additional cost relative to the total cost of construction. Thus, the Seismic Safety Element of the General Plan emphasizes achievable safety, rather than acceptable risk. This principle may be expressed as an intent to achieve the maximum feasible degree of seismic safety in all aspects of the development and operation of facilities and activities within the City.

Based upon this principle, seismic safety goals for Cerritos are set forth on the following page, together with the basic policies as to how the goals are to be achieved.



## D. IMPLEMENTATION

10.22 The actions necessary to implement seismic safety goals and policies require the participation of all citizens of the community, as well as the coordinated efforts of a wide variety of public and private sector organizations.

10.23 The prominent functions and responsibilities of other levels of government with regard to seismic safety are summarized as follows:

Federal Basic research, financial support in major disasters, large-scale organization and assistance from Army Corps of Engineers and other services.

State Geologic mapping; special requirements for construction of schools, hospitals, and emergency service structures; state-wide and regional emergency services organization and planning.

Regional Planning coordination, disaster operations organization (utilizing county fire and police organizations).

County Emergency operations organization, building and safety services for contract cities.

However, it is at the City level that the efforts of other agencies must be translated into actual accomplishment. The municipal government plays a key role because of its direct contact with the people and its responsibility for overall community development, involving both regulatory controls and initiation of public improvements and services.

### 10.24 Levels of Intervention

Seismic safety will be accomplished largely by insuring that it is a factor to be considered in other ongoing programs, such as building code enforcement, environmental assessment, design of public facilities, and disaster planning. As a framework for securing the local participation and action necessary to produce seismic safety progress, three levels of intervention into other programs are identified, as follows:

1. Promoting awareness of the problem and what can be done about it. This level of intervention seeks to stimulate voluntary action by individuals and organizations in their own self interest.
2. Integrating seismic considerations into control programs which react to the proposed actions of others (such as private development plans) by assuring that adequate seismic safety measures are included.

3. Initiation by the City of positive actions which result in seismic safety improvements.

#### 10.25 Programs

The following pages outline, by subject, the seismic safety programs to be carried forward in Cerritos. For each program subject, the basic policies most directly supported are indicated, and each program item is listed according to the level of intervention involved.





## LONG RANGE

## GOALS

To survive the largest earthquake which could affect Cerritos, without loss of life, serious injuries, substantial property damage, or significant economic and social disruption.

## POLICIES

New Development New land uses and facilities shall be located, designed, and operated in a manner which reduces the potential for earthquake losses to the practical minimum.

Existing Hazards Any significant deficiencies in the seismic safety afforded by existing structures and occupancies shall be identified and corrected at the earliest practical date, and in accordance with priorities which consider costs in relation to the benefits of enhanced safety.

## SHORT RANGE

To be prepared to respond to an earthquake emergency with maximum effectiveness in limiting loss of life, injuries, and property damage.

To be prepared to recover from the physical, economic, and social disruption of an earthquake in a minimum period of time, while taking advantage of opportunities for making improvements in the physical, economic, and social environment.

## GOALS

Emergency Response The City shall maintain a high state of readiness to respond promptly and effectively to all foreseeable earthquake emergency situations in coordination with other jurisdictions and agencies having responsibilities for emergency operations.

Recovery Management The City shall develop and maintain a capability to effectively manage and coordinate a process of recovery from the damage and disruption resulting from the maximum foreseeable earthquake.

## POLICIES

Program Subject:

LIQUEFACTION

Supports Policies Regarding:

NEW DEVELOPMENT

#### 10.26 Awareness Level Programs

Provide information that the possibility for liquefaction conditions may be present at any location within the City, and, therefore, liquefaction tests may be advisable for evaluation of specific sites.

Environmental Affairs and Public Works Departments provide such information through contacts with property owners, prospective buyers, developers, designers, etc.

In connection with tentative tract map considerations, Environmental Affairs Department provides information to State Real Estate Commissioner for inclusion in public reports on subdivisions. Also, this department will include such information in certificates of residential sales.

#### 10.27 Reactive Control Program

For major, critical or unusual structures (see definitions of terms), the City will require liquefaction tests as part of preliminary soils and foundation investigations. Foundation design requirements will be imposed based on the results of such tests.

#### 10.28 City Initiative Programs

The Public Works Department will obtain liquefaction tests of the following sites to determine suitability for intended uses and to establish foundation design requirements:

Civic Center Site  
Area Development Plan No. 2  
Los Cerritos Redevelopment Area

The Public Works Department will plot the results of all soil borings, and liquefaction tests made in the City, together with data from water wells, in order to monitor progressive changes in perched water conditions, and to determine which areas, if any, can be recognized as free of liquefaction potential. Any such area will be excluded from subsequent consideration under the other liquefaction programs outlined above. This information also shall be considered in subsequent reviews of the Land Use Element of the General Plan.



Program Subject:

BUILDING CODE

Supports Policies Regarding:

NEW DEVELOPMENT

10.29     Reactive Control Program

The aseismic design provisions of the Cerritos Building Code will be strictly applied in all plan checks and construction inspections.

10.30     City Initiative Program

The Director of Environmental Affairs will monitor activities leading to revised aseismic design provisions of building codes. Upon issuance of new recommended code provisions by such authorities as the Structural Engineers Association of California (Lateral Force Requirements), the Association of Engineering Geologists, and the International Conference of Building Officials (Uniform Building Code), or upon adoption of new provisions in the Los Angeles County Building Code, prompt consideration will be given to incorporating such provisions into the Cerritos Building Code.



Program Subject:

PRE-1933 BUILDINGS

Supports Policies Regarding:

EXISTING HAZARDS

10.31      City Initiative Program

The existing building and property rehabilitation program, administered through the Cerritos Building Rehabilitation Appeals Board, will include consideration of seismic safety. Any pre-1933 building not previously inspected and brought up to seismic safety standards commensurate with the occupancy, degree of hazard, and remaining life of the building, shall be required to conform to acceptable seismic standards as determined by the Board.

Program Subject:

TILT-UP AND CONCRETE  
BLOCK BUILDINGS

Supports Policies Regarding:

EXISTING HAZARDS

10.32     City Initiative Program

The City will undertake a program  
to accomplish the following:

Identify buildings with tilt-up  
or concrete block walls, and with  
wood roofs and floors, which were  
approved under building code pro-  
visions as they existed prior to  
March 1972.

Evaluate the degree of hazard in  
such buildings due to inadequate  
connections between walls and  
roofs, and between walls and  
second-story floors or mezza-  
nines. Building occupancy may  
be considered in such evaluation.

Develop and initiate a program  
of corrective action appropriate  
to the degree and extent of  
hazards found.





## NON-STRUCTURAL HAZARDS

## EXISTING HAZARDS

unreinforced chimneys or other architectural features, and other heavy or dangerous objects which could fall in occupied areas. Voluntary reduction of such hazards shall be sought. Where necessary, compliance will be achieved under the Building Code with respect to mechanical and electrical equipment, and racks over six feet high, and by referral to the California Division of Industrial Safety, with respect to hazardous working conditions.

Voluntary inspection programs  
by the City, including security  
by the Sheriff's Department,  
attention to and advice on  
safety protection. Inspection  
will be given proper orientation  
ing seismic safety measures--such  
s removing heavy objects from high  
the types of household items to  
hand for an emergency (battery  
radio, flashlight, etc.) and the  
es to follow with respect to gas  
and other utility failures.

In making inspections related to business licenses, certificates of occupancy, and certificates for residential sales, City personnel will identify conditions which may prove hazardous in the event of an earthquake, such as unanchored mechanical or electrical equipment, high racks or bins which are not anchored or braced, stacked materials,



Program Subject:

DISASTER PREPAREDNESS

Supports Policies Regarding:

EMERGENCY RESPONSE  
RECOVERY MANAGEMENT

Prepare a plan of evaluation for measuring disaster response effectiveness.

Based upon available information, prepare one or more scenarios of an earthquake event affecting Cerritos.

Conduct informal orientation sessions among department heads and supervisory personnel to examine problems which might arise.

### 10.35 City Initiative Programs

The City will maintain its Civil Defense and Disaster Ordinance and its Emergency Plan in an up-to-date form as recommended by the Area E Office of Emergency Planning, and in harmony with county, state, and federal emergency planning doctrine.

Prepare and conduct exercises dealing with simulated damage or disruption to individual systems and services, each taken separately. Evaluate results and tentatively modify emergency operating procedures as necessary.

Within the framework of the City's Emergency Plan, contingency plans will be developed giving specific consideration to the circumstances which could arise in an earthquake. Since Cerritos is a contract City for both police and fire services, direct life-saving and damage control measures will be provided primarily by County forces operating under area-wide control, with City public works forces and equipment playing an important supporting role. The main thrust of City government action will be in the field of relief and recovery assistance. A phased approach to earthquake contingency planning will be developed as follows:

Prepare and conduct exercises involving the interaction of two or more systems or services. Prepare and conduct a major exercise involving all disaster functions. Through the federally funded Civil Defense University Extension Programs, the University of Southern California in this area is available to assist in preparing and conducting exercises. Effective exercises often involve management and supervisory personnel only. Field personnel need not be involved unless their emergency duties would call for unfamiliar



procedures and responsibilities.

Evaluate and further modify procedures.

Each department or other component organization will then finalize an emergency operating plan, neither elaborate nor voluminous, for responding to an earthquake emergency. The Assistant Director of Civil Defense and Disaster will review and coordinate these plans.

The above cycle will be repeated on a regular basis, both to familiarize new personnel, and to update for new information and changed circumstances. Changing laws, organization, policies, and procedures will be monitored. A significant source of guidance is expected to be available through the Earthquake Response Planning Project for Los Angeles and Orange Counties currently being conducted by the State Office of Emergency Services. The Los Angeles County and Cities Disaster and Civil Defense Commission is serving in a liaison role for the cities concerning this project.

The City will upgrade its communications systems, in order to provide the capability to monitor all appropriate disaster communication nets and to provide for a prompt and orderly flow of information to and from City units operating in an emergency.

The City will arrange for at least one-stop disaster assistance center to be set up in Cerritos in the event of a major earthquake. Existing City recreation buildings will be evaluated on the basis of structural safety, functional design, and location, for use as emergency centers for shelter and feeding. Those facilities found suitable for this purpose will be appropriately equipped and stocked. This potential use will be considered in the design of future recreational buildings.

Program Subject:

WATER SYSTEM

Supports Policies Regarding:

EMERGENCY RESPONSE

10.36     City Initiative Program

The Public Works Department will give special attention to its capability for restoring the integrity of the water system as rapidly as possible following an earthquake, both for fire fighting and domestic use.

Additional connections with adjacent water systems will be sought for emergency use.

In providing additional water storage capacity, consideration will be given to dispersing reservoirs in different parts of the City.

Procedures will be developed and maintained for isolating damaged lines, controlling contamination, delivering fire flows, and restoring domestic service in an orderly manner.

Provisions will be made for emergency deliveries of water within the City by means of tank trucks or trailers.

Program Subject:

PUBLIC INFORMATION

Supports Policies Regarding:

NEW DEVELOPMENT  
EXISTING HAZARDS  
EMERGENCY RESPONSE  
RECOVERY MANAGEMENT

10.37     Awareness Level Program

Through the City newsletter, civic meetings, and public exhibits, the City will inform the citizens, from time to time, of:

The possible effects of earthquakes on Cerritos.

Measures which each family and business firm can take to reduce the hazard.

The availability of earthquake insurance.

Advance preparations to make for earthquake emergencies.

What to do during and following an earthquake.





Program Subject:

ADVOCACY

Supports Policies Regarding:

NEW DEVELOPMENT  
EXISTING HAZARDS  
EMERGENCY RESPONSE  
RECOVERY MANAGEMENT

obstacles to widespread use of earthquake insurance on dwellings. Both homeowner and lender would be protected, the risk would be extended state-wide, and the costs of earthquake insurance should be reduced below prevailing rates).

The City supports legislation for a comprehensive national disaster insurance program which includes earthquake insurance, providing the program requires appropriate loss-reduction measures on the part of participating communities and property owners. The major benefits of such a program would be to:

#### 10.38      City Initiative Programs

The City will support legislation at the state and federal level whenever it finds such legislation to be beneficial in upgrading the concern for seismic safety and of assistance to localities in resolving seismic safety problems. (The recommendations of such organizations as the California Legislature's Joint Committee on Seismic Safety, the Structural Engineers Association of California, and the Association of Engineering Geologists, can be of assistance in evaluating such proposed legislation).

The City supports legislation to amend the California Standard Dwelling Fire Insurance Policy to include earthquake coverage. (This is Recommendation III of the Earthquake Task Force "E" report to the Los Angeles County Board of Supervisors, March, 1972. Such a step should overcome a number of

Provide financial incentives for achieving a higher than minimum standard of safety in the location, construction, and occupancy of insured facilities.

Provide a prompt and orderly means for financing the restoration of the economy and well-being of an area following a disaster.

Provide sufficient reserve capacity for the insurance industry to cover catastrophic risks, which are now largely uninsured. This problem applies particularly to major earthquakes because they occur infrequently, yet involve a potentially great loss occurring at one time.



Program Subject:

MONITORING SEISMIC  
SAFETY PROGRESS

Supports Policies Regarding:

NEW DEVELOPMENT  
EXISTING HAZARDS  
EMERGENCY RESPONSE  
RECOVERY MANAGEMENT

Acreage within the City, by type of land use, known to possess liquefaction potential, and the acreage known to be free of such conditions.

Level of public awareness concerning seismic hazards and protective measures.

Degree of disaster preparedness in both the public and private sectors.

Readiness of all involved organizations to carry out emergency, relief, and recovery operations.

Extent to which property in the City is insured against earthquake loss.

The departments of the City government will monitor advances in their respective fields which relate to seismic safety, including new scientific and engineering knowledge, innovative techniques and design concepts, administrative procedures, legislation and community action programs. Appropriate consideration will be given to the application of such information in Cerritos.

10.39      City Initiative Programs

The City will establish a method of measuring and evaluating its progress in achieving seismic safety goals. Such monitoring will provide a basis for re-evaluating and revising seismic safety policies and programs in connection with annual General Plan reviews. Indicators to be used in these periodic assessments include:

Daytime and nighttime population of the City by type of occupancy.

Volume of building construction by structural type, occupancy, and level of seismic design criteria applied.

Amount of demolition and rehabilitation of older structures.





E. RELATIONSHIPS TO OTHER  
ELEMENTS OF THE GENERAL PLAN

10.40 In addition to establishing seismic safety goals, policies, and program guidelines, an essential function of the Seismic Safety Element concerns its inter-relationships with each of the other elements of the General Plan. True comprehensiveness of the plan demands that the influence of each element on the others be fully recognized. In connection with annual reviews of the General Plan, modifications or adjustments should be made in the various elements to maintain consistency in the plan as a whole, and to achieve maximum effectiveness in implementing the plan. In this way, the specific objectives and insights of the Seismic Safety Element may be fully brought to bear as an integral part of the larger planning goals and objectives for the community expressed by the General Plan.

10.41 The primary relationship of the Seismic Safety Element with each of the other elements, and particular points which should be considered in annual reviews of the other elements, are outlined in the following paragraphs.

10.42 Land Use Element

Location, site planning, occupancy limitations, and facility designs associated with each land use should be determined in part on the

basis of geologic/seismic considerations.

10.43 Studies to date reveal no widespread geotechnical differences over the City as a whole. Thus, there is no basis for considering changes in the City's land use plan at this time.

10.44 If further site-specific geologic and soils investigations should reveal a definite pattern of difficult soil and groundwater conditions in certain areas of the City, then consideration should be given to land use plan changes to guide intensive development away from such areas.

10.45 Two regional commercial areas--within the Los Cerritos Redevelopment Project Area, and in Area Development Plan No. 2--are the only areas where high-rise construction is a possibility under present regulations. Geotechnical studies are recommended to determine seismic safety criteria for land-use in these areas.

10.46 Risks associated with land uses are determined by a combination of three basic factors: (1) geotechnical conditions of the site location, (2) type and quality of construction, and (3) occupancy. If future investigations reveal geotechnical differences between locations in the City, then the table on the following page suggests the land use distinctions which should be made to minimize seismic risk. The table also suggests the occupancies for which added costs are justified in order to achieve added levels of safety,



as illustrated on the Geological Setting Map.

#### 10.47      Circulation Element

The street and highway system should be designed to provide for access to all areas, and for emergency traffic movement following an earthquake, in spite of earthquake damage.

10.48      Following an earthquake, freeways necessarily may be out of service for a time in order to make inspections and repairs. Therefore, surface highways should be planned and maintained as through routes to the maximum extent possible in order to serve as alternate routes for regional traffic movement.

10.49      The placement of utilities within arterial streets should consider the need to maintain traffic flow at the same time that extensive utility repairs may be required.

10.50      The need for multiple and alternate avenues of emergency ingress and egress for each area of the City should be considered in connection with any proposed changes in the circulation plan.

#### 10.51      Housing Element

Housing should be designed and maintained to avoid loss of life and injuries in a major earthquake, although some property damage may be accept-

able. Home insurance should include earthquake coverage.

10.52      Building and housing code standards should include reasonable earthquake resistive features. All dwellings should be safe from collapse.

10.53      Housing rehabilitation programs should include consideration of seismic safety.





10.54 Information provided to home buyers and tenants, such as public reports on subdivisions, certificates of residential sales, City publications, and responses to inquiries, should include notice that liquefaction possibly could occur at some locations in the City in the event of an earthquake.

10.55 Temporary housing should be recognized as a possible need for some residents following an earthquake, while their homes are being repaired.

10.56 Commercial and Industrial Element

Seismic safety should be sought in the design and operation of commercial and industrial facilities--both to protect people, and to minimize earthquake-caused disruption of the economy.

10.57 Structures which are substandard with respect to seismic safety should be rehabilitated or replaced. Non-structural hazards should be corrected.

10.58 Special location, design, and control measures should be taken with respect to any materials or processes which could produce hazard in the event of earthquake damage.

10.59 Firms and plants should be encouraged to develop and maintain in-house emergency plans and damage control capabilities.

10.60 The industrial community should be encouraged to establish a means by which facilities and equipment can be shared among firms following a destructive earthquake so that employment, production, and distribution can be resumed as rapidly as possible.

10.61 Conservation Element

No significant relationship.

10.62 Open Space and Recreation Element

Recreation facilities can serve as centers for relief and recovery activities following a destructive earthquake.

10.63 Consideration should be given to the use of recreation buildings in community and regional parks as emergency centers for shelter, feeding, assistance and information in disaster situations. If assigned this role, such facilities should be treated as critical facilities, designed or upgraded to remain functional after a major earthquake, and equipped and stocked for emergency use.

10.64 Should unstable soil conditions be identified, such as areas with a high potential for liquefaction, consideration should be given to reserving such land as open space.

10.65 Noise Element

No significant relationship.

10.66      Scenic Highway Element

No significant relationship.

function or be quickly re-stored to service following an earthquake.

10.67      Safety Element

Seismic safety should be reviewed as one aspect of a total coordinated safety program.

10.73      Both earthquake resistant design and redundancy should be built into utility systems.

10.68      Other safety standards, such as for fire protection, emergency egress from buildings, etc., should be evaluated for their adequacy in an earthquake situation.

10.74      In the water system, dispersed location of reservoirs, additional emergency connections with adjacent systems, and a strong network or looping pattern of distribution lines should be sought.

10.69      Seismic safety matters should be included in safety inspections made for other purposes, such as fire prevention inspections, building code enforcement, or industrial safety inspections (Cal-OSHA Program).

10.75      Communications systems--both telephone and radio--should be designed to remain functional in an earthquake.

10.70      Earthquake events should be reviewed simply as one type of contingency to be provided for within an overall disaster planning framework.

10.71      The Seismic Safety Element should eventually be made a part of the Safety Element of the General Plan rather than be maintained as a separate element.

10.72      Public Services and Facilities Element

Utility systems should be designed to continue to

10.76 Alternate and emergency power supplies should be available to critical facilities.

10.77 All utility organizations should maintain a capability for making rapid repairs under emergency conditions, with an appropriate system for assigning priorities to repair jobs.

10.78      Public Building Element

In the design and equipping of all public buildings, their potential use in a disaster situation should be considered.

10.79 An Emergency Operations Center, fully equipped with emergency communications facilities, should be provided within the City. The new City Hall is the preferred location, providing the site is shown to be free of liquefaction potential.

10.80 Schools, churches, libraries, and other public and quasi-public buildings should be inventoried and evaluated for possible use as disaster service centers.

10.81      Community Design Element

Safety objectives may at times be in conflict with appearance objectives, but if both are fully considered early in the design process, optimum results can be achieved.

10.82 Seismic safety should be considered along with architectural matters in the design review process.

10.83 Architectural features which may be hazardous in an earthquake should be avoided.

10.84 Rehabilitation efforts may include seismic safety improvements, as well as aesthetic improvements.

10.85      Redevelopment Element

The redevelopment process offers one method for accomplishing seismic safety.

10.86 Seismic safety standards should be fully recognized in new construction in redevelopment project areas.

10.87 Where appropriate, the redevelopment process may be used to eliminate or correct seismically-unsafe structures.

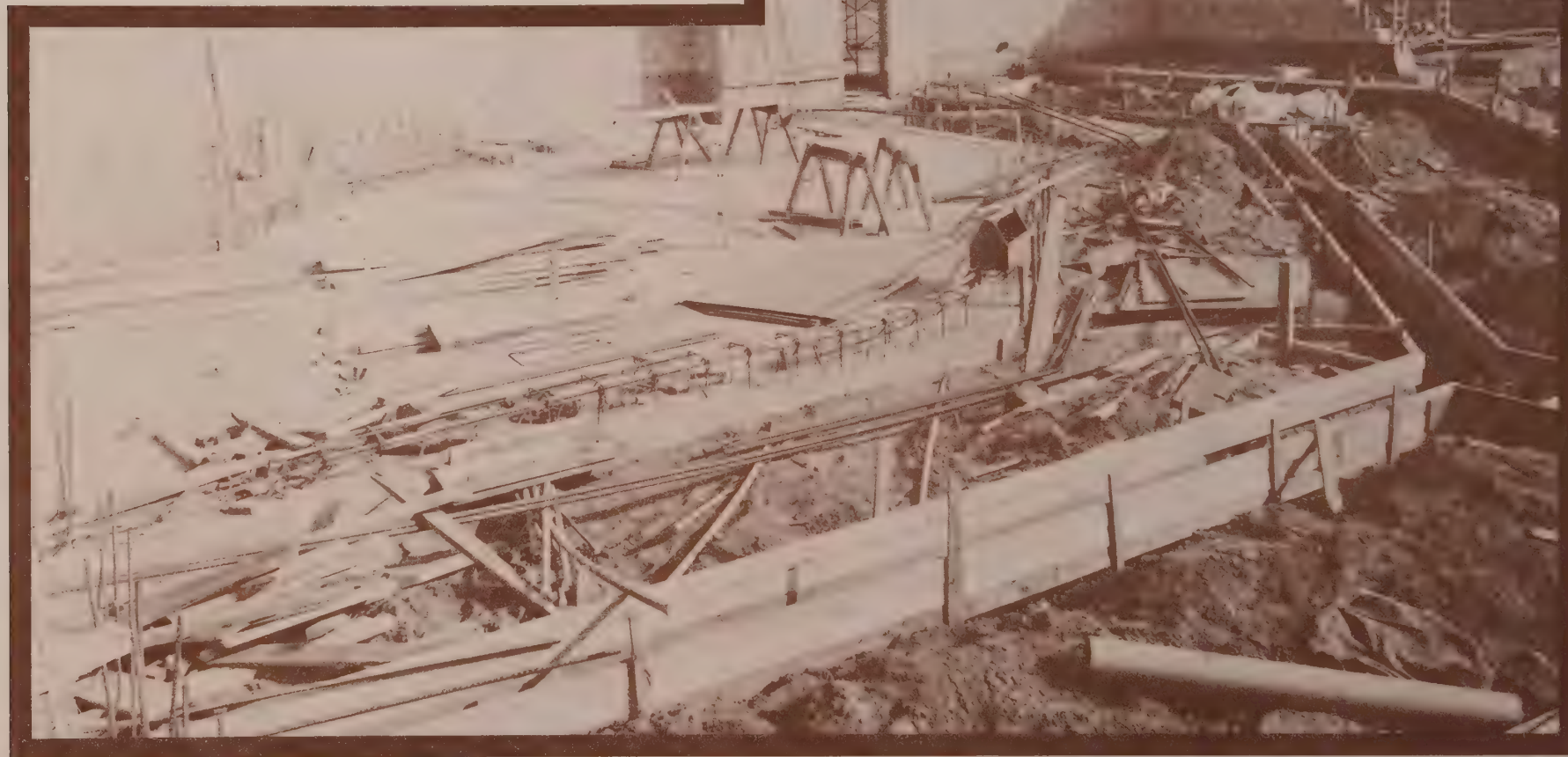
10.88 In the event that a concentrated area of damage is created as the result of an earthquake, the redevelopment process could be considered as one means for rebuilding the area to appropriate uses.

10.89      Implementation Element

Seismic safety considerations should enter into all aspects of implementing the General Plan.



10.90 The Seismic Safety Element, as well as the Seismic Safety Study upon which it is based, is to be fully considered in code amendments, in the capital improvement program, and in evaluating specific plans, improvement plans, and private and public projects of all types. Seismic safety must be vigorously pursued as part of the total General Plan implementation program, if the basic concept of maximum achievable seismic safety is to be realized.



RISK CATEGORIES FOR STRUCTURES ACCORDING TO  
LAND USE AND OCCUPANCY

Risk Category	<u>Critical.</u> Use is needed throughout a disaster situation or minor damage could have serious consequences.	<u>High Occupancy.</u> Large number of occupants, or use particularly convenient after a disaster.	<u>Low Occupancy.</u> Vast majority of structures. Few occupants per building.
Earthquake Performance Objective	No loss of function.	Minor structural damage. Loss of function quickly restored.	No collapse. Repairable structural damage.
Residential		Multi-family, more than four units.	Single-family, multi-family, four units or less.
Commercial		Typical regional commercial, large floor area or more than 3 stories: office buildings, department stores, theaters, indoor commercial recreation.	Typical neighborhood and community commercial, 3 stories or less.
Industrial	Plants with hazardous processes or materials: chemical manufacturing, tank farms.	Factories.	Small floor area, 3 stories or less, warehouses.

Risk Category	<u>Critical.</u> Use is needed throughout a disaster situation or minor damage could have serious consequences.	<u>High Occupancy.</u> Large number of occupants, or use particularly convenient after a disaster.	<u>Low Occupancy.</u> Vast majority of structures. Few occupants per building.
Earthquake Performance Objective	No loss of function.	Minor structural damage. Loss of function quickly restored.	No collapse. Repairable structural damage.
Public and Institutional	Hospitals.	Schools, churches, meeting halls, convalescent homes, recreation buildings, libraries.	
Governmental Operations	Emergency operations centers, police stations, fire stations.	City Halls, jails.	
Utilities	Radio stations, telephone exchanges, emergency power installations, pumping stations, reservoirs, interconnections between water systems, water and sewage treatment plants.		







## CHAPTER II NOISE ELEMENT





# NOISE

11.01 The purpose of the Noise Element of the General Plan is to establish a policy with respect to one of the most prominent nuisances faced by the City. This policy is intended to promote land use compatibility and improve the overall living environment of the City.

11.02 The City has compiled a noise element which quantitatively indicates existing noise levels for those areas of the City which are undeveloped and adjacent to major transportation arteries such as freeways, major and secondary highways. While the existing noise thresholds were relatively easily obtained, it should be noted that projecting future noise is a tenuous situation at best. Some of the factors which may affect noise threshold adjacent to highways and freeways are:

- (1) Increased traffic volumes.
- (2) Increased used of motor-cycles, automobiles, trucks, etc.
- (3) Improved design of motor vehicles and motor vehicle equipment such as tires, etc.
- (4) Increased level of standards and abatement laws regulated by the State and Federal

government (See Section 23130 and 27160 of the Motor Vehicle Code).

11.03 At the present time, there are no airport facilities within the City of Cerritos. However, part of the ambient noise within the City is the sound generated from overflights of both commercial and private airplanes and helicopters operated by the Los Angeles County Sheriff's Department (Skyknight Project).

11.04 The City of Cerritos should endeavor to attenuate both external and internal noise generators:



(1) Residential:

- (a) Single-Family. Property designated for single family use adjacent to freeways and major highways should be objectively reviewed to determine whether the City's objective of attaining an ambient noise of 60 dB(A) in open spaces related to dwellings and 45 dB(A) within dwellings can be achieved without an excessive economic burden upon the property owners and the developer. Excessive should not be construed to mean that simply because it is uneconomically feasible for a property to develop with remedial corrections which will achieve this sound level that in the ultimate development of the City this goal cannot be achieved. It would be a most horrendous prospect for the City to designate alternate land uses adjacent to freeways which albeit may be relatively less effected by noise, yet which in the long run

would be even more incompatible because of traffic and other considerations with adjacent land uses.

- (b) Multi-Residential. It should not be construed that parcels which are subject to high noise levels are relegated to this category simply as a means of granting an "economically feasible" development which can construct sound attenuating facilities inasmuch as in the long run we may be providing an unlivable noise environment for even more people than in a single family residential area. It is possible that by design, clustered housing could achieve this same goal by reducing improvement costs such as local streets and underground utilities while being able to provide a larger setback from the noise source or a specific buffer area design. In this latter concept, alternate types might be considered while keeping the same density indicated in the

General Plan. In addition to noise generated from external sources, consideration should be given particularly in multiple residential dwelling units to sound attenuation design which promote intra-dwelling unit noise compatibility. This may include providing minimum impact rating for floor to ceiling separations and minimum sound transmission between floor, ceiling, and dwelling unit separations. In addition, the City should develop criteria for household equipment which inherently generates noise such as plumbing, fans, vents, dishwashers, washing machine and dryers, trash crushers, can openers, mixers, garbage disposals, etc.

is determined that a land use other than commercial would be appropriate for these areas and yet be of a nature which is not hampered by high noise levels, office-professional should be considered.

This type of land use provides an alternative between residential and commercial or industrial uses such that when noise is a mitigating factor, some use may be made of specific parcels under consideration which is relatively compatible with residential land use.

- (2) Office-Professional: This land use might be considered for freeway and oriented parcels and those parcels which have been left out of previously approved subdivisions at the intersection of prime arterials. When it



(3) Commercial: Most of the noise generated by commercial facilities falls into two categories:

- (a) Noise generated by the use of the facility itself;
- (b) Noise generated from the traffic attracted to the facility.

Performance standards have been adopted which limit the amount of noise generated from specifically such uses as service stations, or automobile and tire facilities which are by their very nature open. In addition, air conditioning equipment or any other mechanical or electrical equipment should be of a design and in a location which will insure compliance with the Environmental Performance Standards for acceptable noise levels. Consideration should also be given to the development of standards for noise generation between tenants within commercial buildings. In addition, the development of the Neighborhood-Commercial area in the northwest quadrant of Norwalk Boulevard and Artesia Boulevard, a noise buffer should

be incorporated on this commercial site to protect the residential land uses on the west from the freeway as well as commercially generated noise.

(4) Industrial: Noise performance criteria is particularly critical for this land use to be sure that any industrial facility is compatible with its neighboring land use, be it commercial or residential.

Particular care should be taken in developing performance standards for activities which may be partially conducted in the open and facilities utilizing rail and truck transportation facilities, air conditioning systems, air compressors, as well as any other mechanical or electrical equipment which may be located out of doors. Performance standards should be rigidly enforced and prospective developments reviewed prior to the issuance of a business license in order to assure that there will be no significant problem in complying with City noise performance standards. The design of an industrial building should include features to mitigate noise

such as (1) recessed loading and unloading docks; (2) orientation in such a manner that will not face any major or accessory highways; (3) extension of wing walls to shield noise sources such as loading docks and rail tracks; and (4) the enclosure of pumps, compressors, etc. which may be potential noise problems.

11.05 The City should take the lead in developing a community noise ordinance which basically insures that all land uses will be "good noise neighbors."

11.06 The City should endeavor to develop remedial corrective measures for developed area adjacent to high noise generators such as increasing the heights of the walls of residential tracts adjacent to freeways, increasing the amount of landscaped buffer area adjacent to freeways, exploring other experimental corrective measures with the Department of Transportation and the State Division of Highways for existing freeways.

11.07 The City of Cerritos should actively pursue support and drafting of legislation which will enhance our noise environment, reducing noise emissions from all sources including automobile and truck, mass transit, aircraft, etc.

11.08 The City should take an active lead in promoting a quiet community by purchasing and/or equipping trucks with

equipment which has been demonstrated to reduce as much as possible the noise generated including, but not limited to, sound-proofed shrouds, "quiet tires", and adequate muffler systems.

11.09 Land use decisions based on noise should be made only when quantitative analysis and valid projections will show that the use proposed by the City cannot be made compatible with that particular site through design, location, and other remedial corrective measures. If it can be demonstrated that alternative land uses would be advisable, the site should be analyzed with respect to noise. Technology in terms of providing quiet facilities has reduced the point that many sites which



heretofore would be inappropriate for certain land uses can now be made "noise safe."

11.10 A review of technological innovation should be undertaken on a periodic basis to insure that our performance standards are appropriate. Technology is increasing at such a rapid rate that an annual review of research and development in this field would be appropriate.





CHAPTER 12

**SCENIC HIGHWAY  
ELEMENT**



# SCENIC HIGHWAY

12.02 There are no State or County designated scenic highways in the City of Cerritos and, despite the fact that portions of the 91 Freeway are scheduled for landscaping in the near future, neither the State or County proposed to designate any portion of our freeway or arterial highway as a scenic route.

12.04 The viewscape from and to freeways should be considered for all adjacent developments. This not only includes landscaping but architecture, signs, walls, and fences. This is particularly true of "freeway window" areas such as the proposed "auto center" on the 605 Freeway, the Los Cerritos Shopping Center and the proposed Regional Commercial area east of Bloomfield Avenue and north of 183rd Street.









# CHAPTER 13 SAFETY ELEMENT





# SAFETY

13.02 The Safety Element for the protection of the community from fires and geologic hazards includes features necessary for such protection as evacuation routes, peak load water supply requirements, minimum road widths, clearance around structures, and geological mapping in areas of known geologic hazards.

13.04 The fire and police departments are prepared to service most emergencies, but citizen education and organization can do the most to prevent panic, preserve order, and alleviate hardships in case of major disaster.

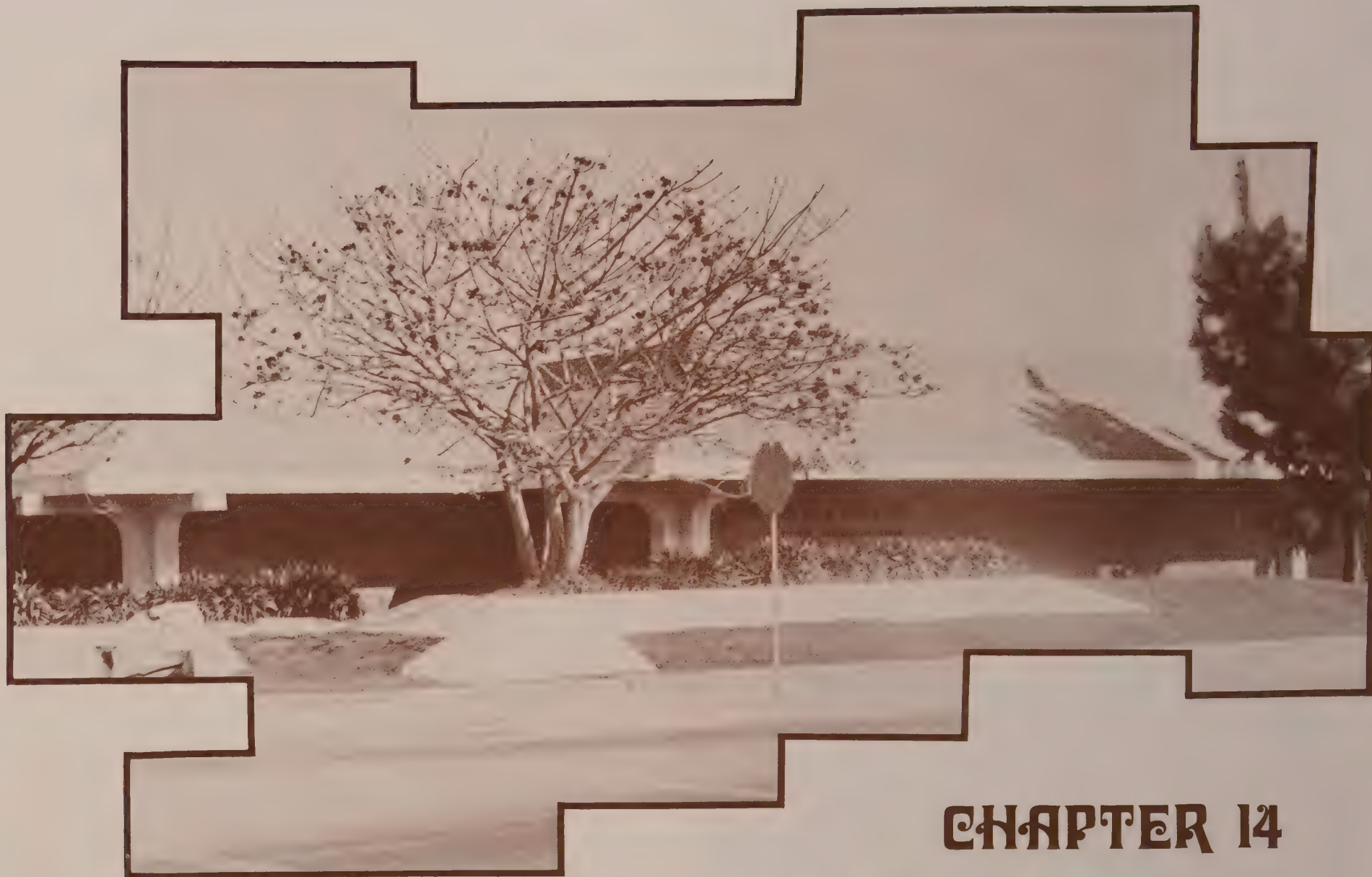
13.06 Geologically, the Los Angeles Basin is a depression several thousand feet deep in the earth's crust. This basin has been filled by rocks, sand, and soil washing down from the surrounding mountains. These deposits, called alluvium, have been compressed over a long period of time to form the land on which Cerritos is centrally located. The nearest major source of earthquakes, the Newport-Inglewood Fault, is five miles to the southwest. Any major movement on this fault, such as the Long Beach earthquake of 1933, can cause severe vibration in Cerritos. Seismic hazards are discussed in detail in Chapter 10, Seismic Safety Element.

13.08 The City is fortunate in having two major freeways which would serve as potential evacuation routes during a disaster. Arterial streets with right-of-way widths of from 80 to 100 feet form a grid pattern throughout the City at one half mile intervals. The right-of-way width of local streets range from 56 to 60 feet. Street widths and clearance around structures are reviewed by City Staff and personnel of the Los Angeles County Fire Department at the time of application for development permits.

13.09 The City of Cerritos is a member of the Civic Defence Area E which includes other local jurisdictions. Plans have been formulated for Area E to cope with essential needs in serious emergencies. The



Plan includes warning systems, and communications; rescue and medical care, evacuation and shelter.



CHAPTER 14

**PUBLIC SERVICES &  
FACILITIES ELEMENT**





# PUBLIC SERVICES & FACILITIES

14.01 The Public Services and Facilities Element includes general plans for sewage, refuse disposal, drainage, local utilities, and easements. These are the basic functions which must be developed in order to have urban growth. Cerritos has used great care and foresight in planning these facilities and having them available as development has progressed.

## A. WATER

14.02 Domestic water within the City is provided by the City of Cerritos Water Department. In 1964, a three million dollar bond issue made it possible to build a loop water system of 20 inch and 24 inch lines. This backbone system included a six million gallon reservoir constructed near the intersection of Marquardt Avenue and 166th Street. Two additional water reservoirs are planned for construction within the next two years. One six million gallon reservoir is to be located at the Corporate Yard near the intersection of Marquardt Avenue and 166th Street, while a second reservoir of twelve million gallons will be located near the intersection of 166th Street and Studebaker Road. Additional wells are proposed to

supplement the one existing well. Of the total average daily consumption of 29.01 acre feet of water, delivered by the Cerritos Water Department, 7.71 acre feet is provided by the City Well and 21.30 acre feet is provided by the Metropolitan Water District. The total 1975/1976 fiscal year consumption was 10,589 acre feet with 27% provided by the City Well and 73% provided by the Metropolitan Water District. As of July, 1976, the City provides 12,304 water services. The Water Department anticipates no problem in maintaining water quality, preserving groundwater resources, or providing adequate water capacity for major fire situations.

14.03 The Cerritos Water System should have no difficulty in meeting the requirements of the General Plan.



## B. SEWERS

14.04 The basic sewer system of the City of Cerritos is determined. The collection and export of affluent is made possible by membership in the Los Angeles County Sanitation District. Truck lines have been established and all future needs of the City should be adequately handled. Because of the flat terrain, pumping stations have been constructed as part of this system.

## C. STORM DRAINS

14.05 The flatness of the community presents a drainage problem for the City streets; however, storm drains generally function well. During heavy rainfall, such as occurred in the 1969 storms, the drainage system has provided the community with good protection. These drains were constructed by means of an assessment district covering the entire City with supplemental work carried out by means of a Los Angeles County Flood Control bond issue.

14.06 There is a nuisance water problem because of the flatness of grade. Special care must be taken by the City to maintain clean streets since gutters are easily clogged with foreign material.

## D. POWER, TELEPHONE, AND GAS

14.07 These utilities are provided by the Southern California Edison Company, the General Telephone Company of California, and the Southern California Gas Company.

No problems are envisioned by these organizations in meeting the service demands as projected by the General Plan.

14.08 Power lines will be underground within residential subdivisions, but poles and wires will remain on most of the major streets until undergrounded as a part of a long-range program. Funds for undergrounding will be provided through a yearly allotment of accrued Edison Company funds made available to the City on the basis of the number of electricity meters in the City. The City should assign priorities to various sections of the City in anticipation of instituting assessment districts for undergrounding power lines as funds become available from the Edison Company.





CHAPTER 15  
**PUBLIC BUILDING  
ELEMENT**



# PUBLIC BUILDING

15.01 The Public Building Element shows the locations and arrangements of the facilities necessary to fulfill public functions, including City government, public meetings, education, and other public services. Semi-public institutions such as churches and hospitals are also included.

## A. SCHOOLS

15.02 The City of Cerritos occupies 41.4 percent of the total land area within the ABC Unified School District, which includes the Cities of Cerritos, Artesia, Hawaiian Gardens, and portions of Lakewood, Long Beach, Norwalk, Santa Fe Springs, and unincorporated territory of Los Angeles County. The district system includes elementary schools (kindergarten through 5th or 6th grades, depending on the particular school); intermediate or junior high schools (6th through 8th grades); and senior high schools (9th through 12th grades).

15.03 The district plans for sites of approximately 10 acres per elementary school, 20 acres per intermediate school and 40 acres per senior high school. Existing district schools in Cerritos consist of 12 elementary schools, two proposed elementary schools, three inter-

mediate schools, three senior high schools (one under construction) and one continuation high school. Also, located within the City of Cerritos is a private secondary school with grades from intermediate through senior high school levels.

15.04 The site of the ABC School District's administration offices, has been located and constructed within the City of Cerritos on a site located at the northeast corner of Norwalk Boulevard and 166th Street. The site is shared with the District's "continuation" high school.

15.05 Cerritos has entered into a cooperative agreement with the school district to promote the development of the City park sites and joint recreation facilities adjacent to school recreation areas.





The objectives of the joint effort to optimize the effectiveness of land designated for recreation.

15.06 Cerritos College is located at Alondra Boulevard and Studebaker Road. The Cerritos College District includes the Cities of Artesia, Bellflower, Cerritos, Downey, La Mirada, Norwalk and several unincorporated areas, with over 412,000 total population.

Approximately 80 of the 140 acres that comprise the campus are in the City of Cerritos. The College provides day and evening programs of educational activities in technical, vocational, and college transfer work, and is also a community cultural and recreational center. The college opened in 1950. Current enrollment consists of 5,052 full-time and 16,734 part-time students.

#### B. CIVIC CENTER

15.07 The Civic Center is the direct connection between the citizens of Cerritos and their government and should be a place where the affairs of government can be conducted in an atmosphere of dignity and efficiency. It provides the administrative and cultural linkage so necessary to our democratic society. The present civic center is located at the northwest corner of Bloomfield Avenue and 183rd Street. This new facility which began construction in August, 1976, and occupied by September, 1978, is the administrative center for the City.

15.08 The Civic Center will provide office space for City employees and chambers suitable for conducting governmental affairs by the City Council, operating departments, and City agencies. The City Library and Community Building, where organizations meet and cultural events are held, will also be located here. Off-street parking will be provided and can be done so with maximum efficiency when all the public buildings are consolidated at one location.

#### C. LIBRARIES

15.09 The Cerritos Library at the northwest corner of Bloomfield Avenue and 183rd Street within the site of the Civic Center provides the community with a multi-faceted library services programs and facilities. The library is 18,682 square feet with expansion potential to a total of 40,000 square feet. The library systems is designed to be independent of the Los Angeles County system. No branch systems are planned at this time.

15.10 The City yard located at Marquardt Avenue and 166th Street, consists of warehouse buildings, an outdoor storage yard and a six million gallon water reservoir. An additional water reservoir of six million gallons is proposed. An additional warehouse is being planned. A water pumping facility exists at the City Well located at Artesia Boulevard east of the 91 Freeway. An additional twelve million gallon water reservoir and a second well and pumping station is under construction at a site located south of the intersection of 166th Street and Studebaker Road.

## E. FIRE STATIONS

15.11 The City of Cerritos is served by the Los Angeles County Consolidated Fire Protection District, which also serves 33 other cities and the unincorporated areas in Los Angeles County.

15.12 The Research and Planning Division of the Department reports that five existing stations may respond to first alarm calls in the City of Cerritos. These stations and their locations are listed as follows:

Station 35: Located in the City of Cerritos on Artesia Boulevard between Marquardt Avenue and Carmenita Road.

Station 30: Located in the City of Artesia at 187th Street and Corby Avenue.

Station 115: Located in the City of Norwalk on Alondra Boulevard at its approximate intersection with Gridley Road.

Station 94: Located in the City of Lakewood at Palo Verde Avenue and Del Amo Boulevard.

Station 34: Located in the City of Hawaiian Gardens south of Centralia Road on Norwalk Boulevard.

15.13 Plans are being formulated to provide further protection for Cerritos by constructing a new five station facility to replace Station 30, as well as the stationing of a truck company to be located in close proximity to the new high value construction in and around the Los Cerritos Regional Shopping Center. The fire underwriters grading for various land uses in the City is as follows: Residential - 3; Commercial - 3; and Industrial - 3.

## F. OTHER PUBLIC BUILDINGS

15.14 The plan recognizes the necessity of other public uses to meet the requirements of the City of Cerritos. These are described as follows:



15.15 (1) Post Office: The existing Post Office serving the Cities of Cerritos and Artesia is located in Artesia. The size of this facility was determined with the specific intent to serve both communities. In time, a branch Post Office will be required in the easterly part of the City.

15.16 (2) School District Center: Offices of the ABC School District are located on a 31 acre site situated at the southeast corner of Norwalk Boulevard and 166th Street as discussed previously.

15.17 (3) Cemetery: Artesia Cemetery is situated on the south side of Artesia Boulevard between Studebaker Road and Gridley Road. This facility consists of 16 acres and is in the Los Angeles County Cemetery District. Three Board Members and a Secretary administer this facility.

15.19 (1) The Valley Christian School is located on a 37 acre site east of Dumont Avenue between Artesia Boulevard and 183rd Street. It is a private school and serves both junior and high school grades.

15.20 (2) Churches usually prefer locations in residential areas facing major streets. Some prefer a site adjoining a shopping area. Requirements depend upon size of congregation and the extent of the area they serve. A number of churches are already located throughout the City.

15.21 (3) Hospital use is provided for in Area Development Plan 2, the area bounded by Bloomfield Avenue, 183rd Street, the 91 Freeway, and Artesia Boulevard.

#### G. SEMI-PUBLIC BUILDINGS

15.18 Semi-public institutions are variable in size and requirements. They are usually allowed in all land use categories by special permission.





CHAPTER 16

# COMMUNITY DESIGN ELEMENT



# COMMUNITY DESIGN

16.01 The purpose of the Community Design Element of the General Plan is to establish a policy as to how the City should look. This policy is intended to relate the physical elements of the community in a way that produces an overall environment that is visually pleasing as well as efficient and functional.

16.02 The appearance of the community should be as integral concern along with other requirements. The visual quality is important in several ways. It can provide pride and pleasure through its aesthetic quality, and it reflects the cultural values of the community. It can also have direct bearing on the economic vitality of the community since today increasing numbers of families and businesses are concerned about environmental quality, and seek locations in communities that demonstrate fulfillment of this concern.

16.03 Today, most residents of Cerritos have little identification with the dairies and agricultural activity which were the backbone of the community when it was formerly called the City of Dairy Valley. With that era gone, Cerritos has become a basically residential community where families wish to live in a wholesome, attractive, and stimulating environment.

16.04 Persons who work and live in Cerritos, those who will use its regional shopping centers and other facilities and the casual passerby will tend to have different impressions of the City, depending upon individual involvement in the City life. Each will see the City from a different point of view, but they all will be affected to some degree by the City's overall appearance and specific elements.

16.05 Whether these personal impressions, experiences, and reactions to the physical environment in Cerritos will be satisfying and positive rather than negative or unpleasant depends upon the quality of community appearance. This, in turn, depends upon the support and interest of residents and businessmen in programs for urban beau-





tification, community identification, high development standards, and comprehensive code enforcement.

16.06 Cerritos is located near the center of the flat Los Angeles-Range County coastal plain and is completely surrounded by urban development. Due to this lack of topographic features and distinct separation from adjoining cities, the creation of a sense of community identity and uniqueness will depend entirely on man-made development within Cerritos.

16.07 The developments which will have a primary effect on City appearance are as follows:

- (1) The Los Cerritos Regional Shopping Center and the Existing and Proposed Community and Neighborhood Centers. These centers become visual focal points and activity centers in the community framework.
- (2) Freeways and Arterial Highways and Development Along These Rights-of-Way. Most people see the City while traveling through on the Interstate 605 and Artesia (Route 91) Freeways and arterial highways. In a sense, these facilities are Cerritos' "window" to the metropolitan region.

- (3) Public Facilities and Open Space. Schools occupy a considerable amount of land area in the City. Parks, utility rights-of-way, civic buildings, and structures such as reservoirs are also strategic elements in the City appearance.

- (4) The Residential Areas. These areas constitute the greatest portion of the City's land area and account for the basic visual impact of the City.

16.08 Area Development Plans. The City should be divided into a number of areas in which land use is regulated by a specific plan as provided for in the Section of the Development Code that deals with Area Development Plans. In addition to a designation of permitted land uses and, in some cases, performance standards, these area plans should spell out allowable density, parking standards, land coverage, height, limits, traffic circulation objectives and controls, landscaping, building setbacks, sign regulations, and other regulations. These area plans should form the framework, or context, in which specific individual developments must conform.

16.09 Architectural Design Review. Precise plans for all developments, (which should include architectural design, site plans, landscaping and signing) should be reviewed and evaluated prior to issuance of building permits to determine their

compliance with the objectives and specific requirements of the Development Code, General Plan, and appropriate zone or Area Development Plans.

#### 16.10 Commercial Center Treatment.

These are the centers which provide goods and services for local residents, and in varying degrees, depending on size, outsiders. They should be designed and operated in such a way that they are good neighbors to nearby residents. The design of these centers should integrate all individual components into a unified whole. Signing should be coordinated according to an overall design concept. Outdoor storage and maintenance areas should be screened by solid barriers and parking areas should be landscaped both on their edges and within the parking rows to soften the barren, harsh appearance of large paved areas.

16.11 Highways and Adjacent Frontage Development. These main roadways provide paths for vehicular and pedestrian movements. They are also a component of the community's open space, and depending on how they are designed and landscaped, enhance or impair the community's appearance. All physical features within the public rights-of-way are directly controlled by the City and should be evaluated in terms of aesthetic appeal and contribution to community identity. All highways should have utility wires underground and be bordered by large street trees with generous low landscaping within the sidewalk areas, and at least on major highways, in a raised center median.

Street furniture items such as traffic and lighting fixtures, traffic signs, fire hydrants, and benches should be well designed. The City should prepare a special design program to develop a systematic way of coordinating and locating these various items to avoid clutter along roadways.

Walls of residential lots that back to highways should be coordinated among different tracts to achieve a more unified and less discordant appearance. Decorative masonry walls of consistent color and texture should be required along the frontage between the half mile inter-sections on the highways. The design of walls should provide for landscaped insets, cul-de-sac sections through areas and other



features that relieve the monotony of continuous walls lining the highways.

#### 16.12 Freeway Frontage Treatment.

Special design measures should be required for property with direct frontage on freeways in order to protect both indoor and outdoor activity from the nuisance and health hazards caused by excessive noise, dust, dirt, and noxious gases. Bufferings should be required in various combinations of earth mounds, walls, dense landscaping, and setbacks, depending upon specific conditions of the roadway and development designs. Walls with direct exposure to freeway noise should have special sound insulating construction.

Views from the freeways contribute a great deal to an overall community image. Special controls on freeway frontage property (particularly commercial and industrial) must therefore be instituted to require outdoor storage and maintenance areas to be screened from view. Roofscape areas also a major feature, particularly from elevated sections of the freeways, and aesthetic treatment of ventilators and other mechanical equipment on rooftops should be required. Signing controls should be rigorously enforced.

#### 16.13 Public Facilities Coordination.

The design and maintenance of public facilities should set the standards of achievement for the entire community.

- (a) Schools. The City should review the design of all ABC School District

facilities. Elementary schools are commonly sited well within residential sections and should therefore blend into the residential character of the surrounding neighborhood. The use of roof design and material similar to adjacent residences and good peripheral landscaping, especially around parking and paved play areas, are effective ways to achieve a compatible fit with the neighborhood and should be required.

- (b) Parks. The City directly controls these open spaces and recreational facilities. These facilities present the opportunity to create earth mounding and extensive landscaping. Recreation structures in parks should be designed to blend into the overall park landscape. Paved parking areas should be screened from view by continuous earth mounding and landscaping around their periphery.

Civic Buildings. The City's "own house" should project high design quality commensurate with the high standards expected of private development. The architectural design, landscape



design and maintenance program should set the example for the high quality environmental objectives set by the City.

16.14 Residential Area Design. The appearance of single family areas can be enhanced by requiring a roof material other than asphalt or composition shingles. Varied front yard setbacks (although difficult on small lots) can add interest to the street view, and break up the monotony of identical setbacks on long streets.

Variations from the standard single-family detached house should be encouraged to provide more variety. Variations might include zero lot line development, patio and atrium houses, curvilinear street layouts and grouping of houses around off-street common drive-way courts.

The area north of 166th Street between Bloomfield Avenue and Norwalk Boulevard will be developed as a planned development which allows the mixture of townhouses, and detached single-family houses focused around common landscaped, recreation, and open space areas in conformance with an approved specific plan.

Multi-family dwellings should be designed to harmonize with any surrounding single family residential development. Roof designs can be made similar to adjacent houses. Establishing a restrictive maximum length for building walls and a limited number of units within

one structure will help provide a scale compatible with single-family neighborhoods and prevent a barracks-like development.

16.15 Landscaping. To enhance the flat and almost treeless setting of the City, an immediate and generous planting effort should be launched. In addition to the obvious aesthetic enhancement, trees also provide certain climatic and psychological benefits. The present tree planting program should be expanded to all parts of the City. This includes not only tree planting in public streets and parks, in the Edison Company Easement, the Southern Pacific Railroad Right-of-Way, and in the flood control district easements, but also in commercial, industrial and residential areas.

Standards for tree planting and maintenance should provide developers with necessary guidance for planting trees in commercial and residential areas as well as in public and semi-public areas. Ecology Days should be sponsored by the City at which times trees should be planted according to specific plans.

According to Richard Bigler Associates, park consultants to the City, approximately 15,000 trees should be planted within the City. These approved tree types include the following:

- Canary Island Pine
- Evergreen Pear
- Holly Oak
- Loquat, Bronze
- Podocarpus

Sycamore  
 Purple Leaf Plum  
 Black Pine  
 Evergreen Ash  
 Picus Microphylla

16.16 Signs. Signs and billboards seem to typify the worst in the American urban environment and call for constant vigilance in the form of public regulation. Businesses, however, do require some form of identification in order to succeed. It is important that Cerritos establish appropriate sign controls that protect the City appearance and investment in good design and also allow effective identification of the goods and services being offered to the community. A rigorous program of sign code enforcement and abatement of non-conforming signs should be implemented.

16.17 City Entrance Gateways. To assist in establishing City identity, all entrances to the City along the arterial highways should be marked by "City of Cerritos" signs of a timber pole design similar to the current entrance monuments at either end of South Street.

16.18 Bloomfield Avenue Esplanade. Bloomfield Avenue offers a special opportunity for creating a civic center. A proposed community park, a county regional park, a high school, regional and neighborhood commercial centers are additional elements that would be located along this civic axis. Bloomfield Avenue is also adjacent to the two remaining large

open land areas available for planned residential development.

16.19 The General Plan specifies this street to be a landscaped boulevard with medians, wide landscaped walkways adjacent to non-residential uses for pedestrians and bicycles and especially magnificent trees and specimen plant material along its length. Walkways adjacent to non-residential development should incorporate curvilinear sidewalks and mounded landscaping with an average width of 33 feet from the face of the curb.



CHAPTER 17

# REDEVELOPMENT ELEMENT





# REDEVELOPMENT

17.01 The purpose of the Redevelopment Element is to allow for the preparation of plans and programs which eliminate slums and blighted areas and create new sites for community redevelopment, including housing, business and industry, public buildings, and other purposes authorized by law.

17.02 The original activities of the Cerritos Redevelopment Agency resulted in the approval of the Los Cerritos Redevelopment Plan and Project Area consisting of 820 acres. The general boundaries of the project area included, the San Gabriel River Channel on the west, Alondra Boulevard on the north, South Street on the south and Studebaker Road, Eric Avenue and Gridley Road irregularly on the east. The Artesia Freeway bisected the area in an east-west direction and the San Gabriel River Freeway divided the area on a north-south axis. It comprised nearly 6.8% of the land area of the City of Cerritos. The project was initiated to correct the traffic and land use problem created by the freeways and their relation to the local street system, particularly concerning the manner in which these local streets served proposed and existing land uses within the project.

17.03 With the completion of the majority of the road improvement projects planned by the Agency within the Los

Cerritos Project Area, the Cerritos Redevelopment Agency in late 1974 undertook studies necessary to expand the boundary of the project area by 120 acres.

17.04 The adoption of the Los Cerritos Redevelopment Plan, as amended in May, 1975, contemplated a variety of projects and programs aimed at eliminating and/or alleviating the existing conditions of blight, to strive for economic revitalization and beautification, and to mitigate the negative social, physical and environmental impacts resulting from existing and anticipated development in the project area.



17.05 In conjunction with the Los Cerritos Plan amendments, further studies were initiated to adopt a second redevelopment project area and plan for other areas of the communities identified as being blighted or anticipated to result in blight characteristics on the community.

17.06 Subsequently, the Cerritos Redevelopment Agency in May, 1975, adopted the Los Coyotes Redevelopment Plan and Project Area encompassing approximately 1,615 acres and consisting generally of three non-contiguous areas, whose boundaries are irregularly shaped.

17.07 Similar to the Los Cerritos Redevelopment Plan, projects and programs are contemplated within the Los Coyotes Redevelopment Plan are aimed at eliminating and/or alleviating the existing conditions of blight, to strive for economic revitalization and beautification, and to mitigate the negative social, physical, and environmental impacts resulting from existing and anticipated development in the project area.

17.08 The adoption of the Los Cerritos Redevelopment Plan and the Los Coyotes Redevelopment Plan has resulted in a total of 45% of the City being included within one of the two project areas; or, 16.5% within the Los Cerritos Project Area and 28.5% in the Los Coyotes Project Area.

17.09 In December, 1976, the Los Cerritos Redevelopment Plan and the Los Coyotes Redevelopment Plan were amended as a result of amendments to the Cerritos General Plan. Significant to these amendments was a consistency clause included within the text of the Redevelopment Plans which states, ". . .this Redevelopment Plan, and in particular, the authorized land use designations, shall be deemed to be amended whenever the Cerritos General Plan is amended."





## CHAPTER 18

# IMPLEMENTATION



# IMPLEMENTATION

18.01 As a statement of policy for guiding municipal growth, the General Plan, although adopted by resolution by the Planning Commission and City Council, does not in itself bring about conformance with its standards and principals. For implementation, it is necessary to be more specific than those concepts and ideas expressed by this document. The requirements for General Plan implementation are brought about through the enactment of ordinances and resolutions, and by the establishment of standards and policy guidelines by the properly constituted City bodies and officials. The Development Code, which includes zone and specific plan provisions as well as other land use regulations and procedures is adopted by ordinance and implements the General Plan.

18.02 Cities have the power to regulate the use of land through zoning ordinances, subdivision control ordinances, codes which limit nuisances, capital improvements programs and other controls which regulate the quality of total environment. Traditionally, these legal "tools" have been enacted and enforced separately. Often such efforts have been less than effective because:

- (1) They are not tied closely to the General Plan.
- (2) They are too rigid. Typical ordinances are arbitrarily applied to too wide a variety of development situations resulting in monotonous development of minimal quality and discourage design innovations which would seek to maximize quality in individual sites.
- (3) They leave gaps or loopholes when enacted separately and not coordinated with the General Plan.





- (4) Enforcement personnel are often removed from one another.

18.03 In order to overcome these problems, a concept of land use guidance and control has been incorporated into an orderly, effective, comprehensive system called the City Development Code. This system accomplishes the following:

- (1) Provides for maintaining the General Plan in an up-to-date status so that at all times it reflects the objectives, policies, and desires of the community in a realistic manner.
- (2) Provides for the preparation of specific plans, in more detail than shown in the General Plan, of various sections of the City called Area Development Plans, in order to coordinate land use, the location of buildings and open spaces, the arrangement of traffic circulation and parking, landscaping, and the visual design and other features of construction.
- (3) Provides for basic standards of land development which can be applied in a flexible manner to achieve their

essential purpose without imposing a rigid and monotonous conformity.

- (4) Insures that precise plans for the development of each parcel of property and each public improvement are checked against the General Plan, Area Development Plans, standards and other regulations in order to assure that the intent of the General Plan is carried out.

18.04 In this proposed development system, public facilities such as the civic center and parks, may be governed by the Area Development Plans and standards as discussed above. Where appropriate, they should be related to the City budgeting process through a Capital Improvement Program based upon the General Plan which would project needed revenues and expenditures at least 5 or 6 years into the future.

18.05 The General Plan should be used as an educational tool. The map and summary text should be available to all citizens.

18.06 The General Plan should be reviewed annually. Changes in the map require official amendment, but the back-up material and refinement of the details is a continuing process. When the new City Development System becomes effective, all plans and regulations will be updated simultaneously.

18.07 A Capital Improvement Program should be implemented with review and update on a yearly basis.

18.08 A Code Enforcement Program should be vigorously promoted to assure compliance with the development code in an efficient and equitable manner.

18.09 A coordinated management system to effectuate the goals and objectives of the General Plan should be implemented. All City departments as well as agencies with jurisdiction within the City should participate in an integrated approach to review development proposals and enforcement of Development Code provisions.

18.10 It is the intent of the City of Cerritos to comply with Chapter 1446, Section 65860 of the Business and Professional Code such that the City Development Code of the City of Cerritos shall be consistent with the Cerritos General Plan. Inasmuch as parts of the "General" Plan are by the very nature of the use of that term, non-specific, the City hereby declares a policy of determining conformance as follows:

- (1) Land use zones when applied to the Development Map shall permit the land use and densities indicated in the General Plan Map and Text.
- (2) The Development Map need not precisely follow the boundaries of land uses shown on the General Plan so long as

the intent of the land use allocation is implemented.

- (3) For land uses on the General Plan Map without precisely defined boundaries, zone boundaries shall be established following General Plan text guidelines.
- (4) No amendments to the Development Code or Development Map shall be contrary to the General Plan.
- (5) Amendments to the Development Code or Development Map even if in apparent conformance with the General Plan may be denied if it is determined that the application of additional land use in a particular location would adversely effect the public health, safety, welfare, and produce an undue burden on public facilities.

- (2) To provide to the extent feasible in the design of a subdivision for which a tentative tract map is required, for future passive or natural heating or cooling opportunities within the subdivision by orientation in the most advantageous manner, giving consideration to local climate, to contour, to configuration of the parcel to be divided, and to other design and improvement requirements contained within the Cerritos General Plan and City Development Code.
- (3) To continue to implement the Thermal Design Standards for energy conservation in residential dwellings that have been adopted as a part of the City Development Code.
- (4) To continue to monitor and implement, as appropriate and necessary, programs that will optimize the utilization of alternative energy sources.

18.12 It is the intent of the City of Cerritos through its Department of Environmental Affairs and its other operating departments to promote its housing program through the following:

#### A. Actions Currently Being Implemented

- (1) To continue to implement the Property Maintenance Ordinance through the Code Enforcement Team and the Property Maintenance Appeals Board.
- (2) To continue to implement the annual neighborhood cleanup, through the large item collection
- (3) To continue to maintain and update the General Plan and Development Code in accordance with Section 18.03 of this Chapter.
- (4) To annually update the Available Land Use Report in terms of site availability.

#### B. Actions To Be Implemented

- (1) To ensure the maintenance of rental housing stock through the implementation of the Condominium Conversion Ordinance.
- (2) To take any necessary action to insure that federal and state laws on equal housing opportunities are implemented within the City.
- (3) To continue to work with SCAG in the evaluation of local and regional housing needs.

#### C. Actions Requiring Further Study

- (1) To study further means to augment the City's housing supply in accordance with the objectives set forth in the Housing Element.



"Moving elements in a city, and in particular the people and their activities, are as important as the stationary physical parts. We are not simply observers of this spectacle, but are ourselves a part of it, on the stage with the other participants. More often, our perception of the city is not sustained, but rather partial, fragmentary, mixed with other concerns. Nearly every sense is in operation, and the [community's] image is the composite of them all."

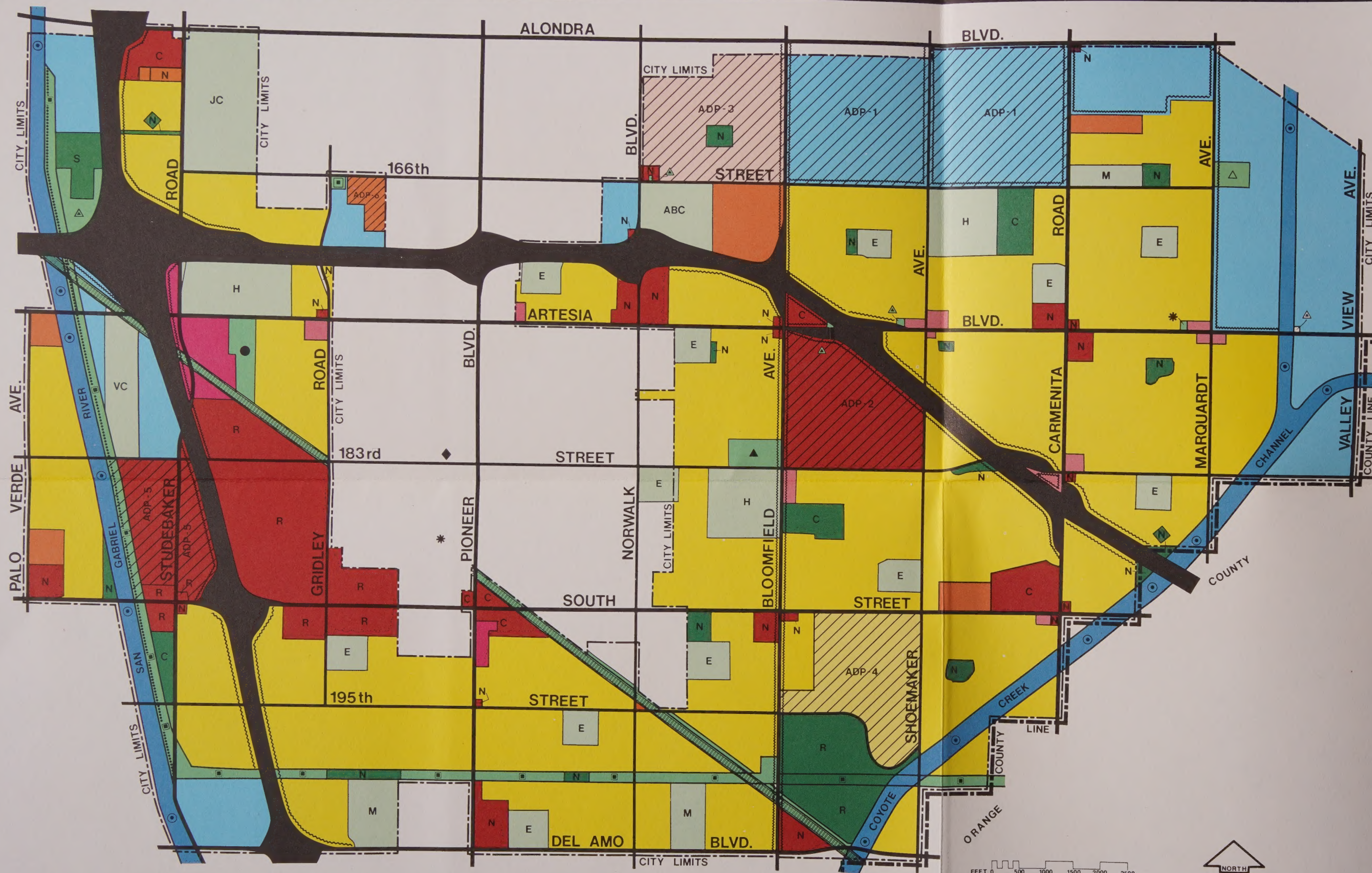
—Kevin Lynch

("The Image of the City")









# CITY OF CERRITOS GENERAL PLAN

## LEGEND

### RESIDENTIAL

- LOW DENSITY - 2 TO 5.5 UNITS/ACRE
- MEDIUM DENSITY - 6 TO 20 UNITS/ACRE

### COMMERCIAL

- OFFICE - PROFESSIONAL COMMERCIAL
- NEIGHBORHOOD
- COMMUNITY
- REGIONAL

### INDUSTRIAL

- LIGHT INDUSTRIAL
- INDUSTRIAL / COMMERCIAL

### AREA DEVELOPMENT PLANS

- ADP-1 INDUSTRIAL PARK
- ADP-2 TOWN CENTER COMMERCIAL
- ADP-3 LOW MEDIUM DENSITY RESIDENTIAL 6-12 UNITS/ACRE
- ADP-4 LOW DENSITY RESIDENTIAL 2-4.5 UNITS/ACRE
- ADP-5 AUTO MALL / RESTRICTED COMMERCIAL
- ADP-6 MEDIUM DENSITY RESIDENTIAL 6-20 UNITS/ACRE

### OPEN SPACE

#### SCHOOLS:

- E ELEMENTARY
- M JUNIOR HIGH
- H SENIOR HIGH
- JC JUNIOR COLLEGE
- ABC ABC SCHOOL DISTRICT & HIGH SCHOOL
- VC VALLEY CHRISTIAN SCHOOL (PRIVATE)

#### PARKS: (PROPOSED)

- N NEIGHBORHOOD PARK
- C COMMUNITY
- R REGIONAL
- S SPECIAL

#### COMMUNITY FACILITIES:

- EDISON UTILITY
- CEMETERY
- SANITATION UTILITY
- FLOOD CONTROL UTILITY
- POST OFFICE
- FIRE STATION
- CITY CIVIC CENTER
- CITY CORPORATE YARD

#### OTHER OPEN SPACE

- GREENBELT WITH TRAILS
- LANDSCAPED BUFFER
- EQUESTRIAN TRAILS

### CIRCULATION

- MAJOR HIGHWAY
- SECONDARY HIGHWAY
- RAILROAD
- FREEWAY

- CERRITOS CITY LIMITS
- ORANGE COUNTY LIMITS

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